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American Railroad Journal.

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The Reciprocity Treaty.

The period limiting the duration of what is called the Reciprocity Treaty is close at hand, and whether, and how, it is to be renewed is becoming a subject of discussion both in the United States and the British Provinces contiguous. In the Canadas, party spirit has begun to show itself in regard to it; the friends of the South calling loudly for its discontinuance, while others, prudently regarding it in a purely commercial light, desire and advocate its continuance.

This treaty was negotiated in 1854, by James Buchanan, while our minister abroad under the instructions of Mr. Marcy, Secretary of State.

The treaty was considered to have procured us great advantages, as it secured to our hardy fishermen the right "of fishing for all kinds of fish on the sea coasts and shores and in the bays, harbors and creeks of Canada, New Brunswick, Nova Scotia, Prince Edward's Island, and the islands adjacent, and also of the Magdalen

islands," and of drying their nets and curing their fish there, provided they did not interfere with the rights of private property, or with the British fishermen in the peaceable use of the said coasts in their occupation for the same purpose. This privilege however, was for a sea fishery only and did not permit the taking of shad or salmon.

A reciprocal right of fishing was granted by our Government to British fishermen on our coasts and shores, north of the 38th parallel.

By the same treaty, the citizens of the United States were allowed to navigate the St. Lawrence river and the canals, the same as British subjects: in return these last were permitted to navigate Lake Michigan with the same freedom as Americans. But the clause which gave the treaty its immediate and most practical importance, was that which allowed the productions of the British Provinces, and the United States to be reciprocally imported by them free of duties. The following is the list of articles which were declared to be free, and which have ever since the time of the treaty been the staples of this reciprocal commerce, viz:

Grain, flour and breadstuffs of all kinds.
Animals of all kinds.
Fresh, smoked, and salted meats.
Cotton, wool, seeds, and vegetables.
Undried and dried fruits.
Fish of all kinds.
Products of fish and all other creatures of the water.
Poultry, eggs.
Hides, furs, tails undressed.
Stone or marble, crude or unwrought.
Slate, butter, cheese, tallow, lard, horses.
Manures, Ores of metals of all kinds.
Coal, pitch, tar, turpentine, ashes.
Timber and lumber of all kinds round or sawed, and unmanufactured in whole or in part.
Fire wood, plants, shrubs, trees.
Pelts, wool, fish oil, rice, broom corn and bark.
Gypsum ground and unground.
Hewn or wrought, or unwrought burr or grind stones.
Dye stuffs. Flax hemp and tow unmanufactured.
Unmanufactured tobacco, and rags.
It was also agreed that no export duty should

be charged on lumber floated down the St. Johns. (This article was inserted for the benefit of the Maine lumbermen).

The treaty was to continue in force for 10 years or to cease upon twelve months' notice. It also appears that articles 3 and 4 were liable to a temporary suspension by either party, in relation to the products so admitted free and the use of the canals, but the right has never been exercised by either party.

In the month of June next, then, the treaty expires by its own limitation, unless it is renewed by previous agreement between the two Governments.

It has been a question warmly agitated which of the parties to this treaty have gained most by it. Many Canadians and some of the Canadian presses, such as the Kingston News maintain, that the results are unfavorable to their interests, and call for its abrogation. Others perhaps more sagacious, anxiously desire its renewal.

It is a curious fact that one of the principal points which it was thought at the time we had made, was that the treaty had given us the right of boat fishing, and so it did; that is to say our fishermen could have occupied the shores and coasts not in the possession of British fishermen, to dry their nets and cure their fish; in other words have established stations on the land and fished from thence in greater security.

But the fact is, our people have never taken advantage of the treaty in this respect; there is no American boat fishing in existence there. The privilege of fishing three miles off the shore we enjoyed under existing National law, and there is no sea fishing within that distance of any value as every one acquainted with the fisheries, well knows. On the contrary a Nova Scotian well acquainted with the subject writes to an influential journal in London as follows:

"The idea that we conceded any real or beneficial privilege to the American fishermen by the Reciprocity Treaty is a delusion; they had all they wanted in this respect before. That American statesmen thought they were getting a benefit, I have no question, but they are undeceived now, and if there are no stronger ties than these fishing privileges to hold them to the treaty, you may rely upon it the notice for its repeal will be given the next year. Now I contend that previous to the

treaty being passed, the American fisherman could catch fish in the gulf and bays of these provinces upon equal terms with ourselves, and he had the advantage of 20 per cent, over our own fishermen in his own markets; that advantage under the treaty he lost by its provisions. We now enter his markets on equal terms, and living nearer the fishing grounds, and being enabled to fit out vessels and supplies cheaper than he, we can more than compete, and would finally drive him out of the business or force him to settle in the Colony."

The same writer makes the following admissions with regard to the effect the treaty has had on Nova Scotia, which certainly offers but a poor return to us for the advantages we have given her. He says "The treaty opened for us (Nova Scotia) a free market with a nation of thirty millions of people for everything we had, or could produce for sale; coal, fish, oil, potatoes, boards, woods of all kinds; in fact all the productions of the soil and the sea, and these almost without an exception were subject to a duty of not less than twenty per cent previous to the treaty, and as the Nova Scotians had no other market for the larger portion of these productions, we were compelled to export them to the United States and pay the duty. Can any sensible man believe that under such circumstances the treaty has not been of immense advantage to the Province?"

These extracts are proof enough of the fact that the treaty has been highly beneficial to the British provinces. The question now recurs, what have been its benefits to us. The following is a favorable view of this side of the question from a gentleman of Milwaukee. He affirms that the exports from the United States into the Provinces were in 1852.....\$10,500,160

1853.....13,140,642

And the imports were:

1852.....\$6,110,299

1853.....7,550,718

During the two years following the treaty our exports were:

1856.....\$29,029,349

1857.....24,262,482

And the imports were:

1856.....\$21,310,420

1857.....22,104,296

The exports from the U. S. into Canada were:

1861.....\$21,069,888

And the imports were:

1861.....\$14,386,427

It has been said in reply, that most of the articles however which we export to Canada, and are not expected from duties under the treaty, contribute largely to the Canadian revenue, but if they do, they nevertheless pay the American exporter a profit. We also do the same thing in regard to their imports into the United States, not excepted by the same treaty, and the navigation of Lake Michigan by British vessels is more than a compensation for the use of their canals, and the river St. Lawrence. But the fact is, that the number of British vessels which navigate all the lakes is very inconsiderable compared with ours. We are in fact the carriers of nearly the whole productions of the Lake Coasts and the West. The imports from the Canadas to the port of Milwaukee in 1862 were of the value of \$4,400 only, of which \$3000 were horses, imported for the use of our government, while the exports from that port to

Canada were \$2,500,000 of which more than one-half were in American vessels.

The Montreal *Witness* is of the opinion that the reciprocity treaty can not be altered so as to admit manufactured goods into Canada and the other provinces, as this "would never be allowed by the Mother Country, and it also expresses the opinion that if this is the *sine qua non*, the treaty will have to fall," and the plan even then would be impossible without a Customs Union.

Should the treaty be allowed to expire without renewal, it is difficult to say what would be result.

Without the Western trade, the Canadian railways supported by Western products, would evidently be ruined. The only countervailing influence the Provinces could exert would be to take off the tolls on their canals, which might retain the traffic by steamers or sailing vessels to a certain extent.

On the other hand, we might levy a light duty on their exports to the United States not enough to drive them away, and yet sufficient to increase our revenue.

The subject certainly is one of great importance, and will probably come up for discussion during the present session of Congress, where we hope it will be well and carefully considered. We have a great number of good friends on the other side of the St. Lawrence who are doing all they can to increase the connections of business with the United States, yet for all that, it may be questioned if we are called on to consult British interests.

We are aware of the fact that a formal report was prepared a few years since by the United States Commissioner Mr. Hatch on this subject, but it was not received as a full solution of the question.

Pittsburg and Connellsville, and Baltimore and Ohio Railroad Companies.

An important decision was very recently made in the U. S. Circuit Court at Pittsburg, in a case between these two companies, involving the validity of the late election of the Board of Directors in the first named Company. It appears from the Baltimore papers, that on the 7th of December last a meeting of the stockholders took place at eleven o'clock, instead of twelve o'clock, the hour regularly designated and according to usage. It was at once perceived that an opposition to the former board was contemplated and under protests of different parties, the temporary organization was completed, and the election was voted to be proceeded with. Various proxies were offered, and among them was that of the Baltimore and Ohio Railroad Company, which represented 17,800 shares. An old Stock Ledger of the Connellsville Company was referred to by the Inspectors of Election in which the Baltimore and Ohio Company had credit for only 700 shares which they offered to receive as authority for votes to that extent.

The proxy of the Baltimore and Ohio Railroad Company then produced the Stock Register of the Pittsburg and Connellsville Railroad Company, stating to the said Judges that the Stock Ledger which they had before them as a guide, had not been used or had any entry made in it for five or six years past, as was known to the Secretary of the Company then present; and that the Stock Register which he, the said proxy, then produced, was in fact, and had been for years past, the only

Stock Ledger of the Company, and he tendered his ballot marked with 17,800 shares, and also the Stock Register, as evidence of his right to vote such stock.—The Judges of Election still refused to receive the ballot.

The proxy of the Baltimore and Ohio Railroad Company then tendered the same ballot, endorsed with the same number of shares as before, and produced in support of his right to vote said number of shares the last voting list of the Pittsburg and Connellsville Railroad Company, prepared by its own officers, and one of the books of that Company, and which was an abstract of the Stock Register, as evidence of his right to vote the number of shares endorsed on said ballot. But the Judges again refused to receive the ballot as tendered.

During the proceedings, the City of Pittsburg, by its proxy, tendered a vote for, and voted 10,000 shares of the Stock standing in its name upon this "Stock Ledger," used by the Judges of Election, although the greater part, if not all, of this Stock had been seized and sold under execution, or assigned by the City of Pittsburg, and although the purchasers of parts of that Stock—holding it by regular transfer and appearing in the Stock Register and last voting list—tendered their votes in vain.

W. S. Bissell, holding 500 shares M. O'Hara, holding about 500 shares, Mr. Howley, holding about 366 shares; Mr. Howley, also, holding 100 shares, tendered their votes for the ticket nominated for the Baltimore and Ohio Railroad Company, which shares were shown to be their property by the Stock Register and voting list already referred to; but they were refused a vote because their names did not appear as stockholders on the Stock Ledger, used as a guide by the Judges of Election in which no entry had been made for five years.

In connection, and simultaneously with these proceedings, a communication from John Lee Chapman, Mayor of Baltimore, was presented and read, instructing the stockholders that he appointed Wm. W. Taylor, Joseph B. Marston, and J. W. Stevenson, Jr., Directors of the Pittsburg and Connellsville Railroad Company on the part of the City of Baltimore.

The Deputy Marshal of the Circuit Court of the United States for the Western District of Pennsylvania then appeared and read the following orders of that Court, obtained in a proceeding in which J. H. B. Latrobe, of Baltimore, and D. Ritchie, Esq., of Pittsburg, were counsel for the Baltimore and Ohio Railroad Company:

"The Baltimore and Ohio Railroad Company vs. The Pittsburg and Connellsville Railroad Company, a body corporate by an Act of the General Assembly of the State of Maryland, have exhibited in the Circuit Court of the United States for the Western District of Pennsylvania, sitting as a Court of Equity, their Bill for relief, and to command the Pittsburg and Connellsville Railroad Company, a body corporate by an Act of the General Assembly of the Commonwealth of Pennsylvania, and the Directors of the said last mentioned Company, and the judges and officers of the meeting of stockholders and of the election to be held at the office of the said last mentioned Company, in Pittsburg, on the 12th day of November, A. D., 1863, and of the annual meeting of the stockholders and of the election to be held at said office on the 7th day of December, 1863, and of any such meeting and elections thereafter, not to vote to accept or reject a certain Act of the

General Assembly of the Commonwealth of Pennsylvania, approved the first day of April A. D., 1863, entitled 'An Act to repeal the seventh section of an Act authorizing the laying out of a State road from the borough of Orwigsburgh, Schuylkill county, to intersect a public road leading from Easton to Mauch Chunk, and for other purposes—or on any question touching the business and affairs of said Pittsburg and Connellsville Railroad Company, otherwise than by allowing one vote to be given for each share of stock by the holders thereof, in person or by proxy.

"These are, therefore, to command the said Pittsburg and Connellsville Railroad Company, and Benjamin H. Latrobe, Thomas S. Blair, Cyrus S. Markle, John A. Caughey, J. R. Marston, Wm. W. Taylor, A. Miller, H. Burgwin, John S. Dilworth, Daniel R. Davidson, W. S. Haven and James Parker, Jr., the Directors of said Pittsburg and Connellsville Railroad Company, and the judges and officers of election to be held at the office of said Company, in Pittsburg, on the 12th day of November A. D., 1863, and of any election, thereafter, not to vote, or to receive or count any vote to accept or reject the said Act of Assembly, or on any question touching the business and officers of said Pittsburg and Connellsville Railroad Company, otherwise than by allowing one vote to be given for each share of stock by the holder thereof, in person or by proxy.

"Supplemental order made on the 12th day of November, A. D., 1863.

"And these are further to command the said Pittsburg and Connellsville Railroad Company, and the said Directors of said Company and the said officers and judges of said meetings and elections, in all cases in which the said stockholders are called upon to vote, to be guided in their estimating the number of votes to which each voter is entitled, by the Stock Ledger of the said Pittsburg and Connellsville Railroad Company, and the order of this court heretofore made."

The proxy of the Baltimore and Ohio Railroad Company then moved that the election of the said Directors should be postponed until two o'clock P. M., an hour not then arrived, in order that the meeting of stockholders there present might take up and consider two laws of the Commonwealth of Pennsylvania relating to the Pittsburg and Connellsville Railroad Company, one of which changed the scale of voting in said Company, and one of which authorized the extension of the road into certain counties of the State of Pennsylvania, and on this he demanded a vote by stock.

The motion was ruled out of order, upon the ground that no notice had been given that these questions would come before the meeting. The proxy of the Baltimore and Ohio Railroad Company contended that as the meeting was an annual and general meeting of the stockholders, no notice was required to give it jurisdiction over these questions; and he then moved for the rejection of the said laws and demanded a vote by stock. The motion was ruled out of order, and an appeal was demanded, with the further demand that the vote on the appeal should be taken by stock. This motion was ruled out of order, because it was alleged that there was no second to the motion. The proxy of the Baltimore and Ohio Railroad Company contended, however that his motion required no seconding, because he represented a majority of the whole stock of the Company.

These motions being ruled out of order, the voting proceeded. The proxy of the Baltimore and Ohio Railroad Company tendered a ballot for the Directors nominated by him, which ticket was endorsed with the number of shares actually owned by the Baltimore and Ohio Railroad Company, when the transfer books were last closed, which

took place a short time before the said annual meeting. The number of shares endorsed upon the said ticket was 17,800 shares. The Judges of Election referred to a book before them, marked "Stock Ledger," and said that in said book the Baltimore and Ohio Railroad Company appeared only as the holder of 700 shares, and asserted that, in adopting this book, they were obeying the order of the United States Circuit Court, and they offered to receive a ballot endorsed for 700 shares, but refused to receive the ballot endorsed for 17,800 shares.

The vote was then taken and the following ticket nominated by Mr. Davidson was declared elected, viz: James Park, Jr., Thomas S. Blair, C. P. Markle, A. Miller, J. A. Caughey, Wm. S. Haven, H. B. Goe, W. W. Taylor, Joseph R. Marston, Joel C. Strawn, Daniel R. Davidson and George Nickle.

16,900 votes were counted in its favor and the other ticket was reported to have received but 250 votes. Thus in consequence of the decision of the Inspectors the ticket was declared elected though by an actual apparent minority. A protest was prepared, signed and presented to the chairman of the meeting which he refused to receive.

The next morning, application was made to the Circuit Court of the United States for the Western District of Pennsylvania for an order restraining the Directors claiming to be elected, under this proceeding of the previous day from doing any act as such Directors and asking also that the Directors voted for by the stockholders holding an actual majority of the stock at such election might be declared to be the Directors for such Company. This order stood for hearing in the Circuit Court of the United States at Pittsburg on 20th December, 1863.

On hearing arguments on that day, on proofs and allegations, the Court decided that the election was illegal, and declared the gentlemen named in the opposition ticket to be really elected, a majority of the stockholders having tendered their votes for the same. The following are, therefore, the directors of the Pittsburg and Connellsville Railroad for the ensuing year: Wm. S. Bissell, Wm. Bingham, John Fleming, Jos. Pennock, G. L. B. Fetterman, William Baldwin, Pittsburg; Cyrus Myers, Somerset county; Benjamin Deford, Wm. E. Murdock, Benjamin H. Latrobe, Joseph R. Marston, Wm. W. Taylor, Baltimore. Immediately after the decision of the Court, United States Marshall Murdock served the order of the Court on the sitting Board. The new Board will take possession forthwith. It is reported that an appeal will be taken to the United States Supreme Court.

Railroad and Steamboat Accidents.

The total number of serious accidents in the United States on railroads, in 1863, was 935; of which 264 resulted in death, and 671 in wounds. This does not include accidents where no lives were lost, accidents to individuals which were caused by their own carelessness or design, or deaths or injuries resulting from the recklessness of persons in crossing or standing upon railroad tracks where trains were in motion. The total number of casualties by steamboat accidents during the year was 340, of which 255 were killed and 85 wounded.

The following table exhibits the number of railroad accidents, with the number of persons killed and injured by such casualties during the last eleven years:—

Years.	Accidents.	Killed.	Wounded.
1853	138	234	496
1854	193	186	589
1855	142	110	539
1856	143	105	629
1857	126	130	536
1858	82	119	417
1859	79	129	411
1860	74	57	315
1861	63	101	459
1862	99	264	877
1863	89	264	671
Total.....	1,228	1,699	5,989

The following table shows the number of steamboat accidents and the killed and wounded during the last eleven years:—

Years.	Accidents.	Killed.	Wounded.
1853	31	319	158
1854	48	587	225
1855	27	176	107
1856	29	358	127
1857	30	322	82
1858	27	300	107
1859	21	342	146
1860	29	597	134
1861	19	69	88
1862	16	220	70
1863	20	255	85
Total.....	297	3,545	1,329

Liability of Corporations for Wilful Injuries by their Servants.

The responsibility of masters for the acts of their servants is an important doctrine of the law. Doubt has been entertained as to their liability for anything but mere negligence, but it is now held that masters are liable for even the wilful acts of their servants, in matters concerning which they have a general authority to act.

This rule is well illustrated in the case of Vandiver against the Pennsylvania Railroad Company, which was an action brought by Sarah Vandiver to recover damages for the loss of her husband, who she charged was ejected from the cars of the company, by reason whereof he was injured and died. The material facts of the case were these: On the 6th day of December, 1856, John Vandiver, the husband of the plaintiff took his seat in a car of the Pennsylvania Railroad Company, as a passenger from Philadelphia to Parkesburg. Soon after leaving the river the conductor of the train and the agent of the state commenced to collect the tickets or fare of the passengers. When they reached the seat occupied by Mr. Vandiver they demanded his passage money or his ticket, but he was unable to find the latter, although he declared he had purchased a ticket in Philadelphia at the office of the company. He was somewhat under the influence of liquor at the time, but knew what was going on. The conductor told him he must show his ticket or pay the price of passage, or they would be required to put him off the cars. After leaving him for some minutes while they collected the fare from the other passengers they returned to him, and he being still unable to find his ticket and not paying the passage money, they took him to the rear of the car and assisted him off. In getting from the car to the ground he fell across the rail of the south track; his head and shoulders alighting on the ballasting of the road between

the two southern rails. After being assisted to rise by the conductor and agent, he walked after his hat which had blown down the south side of the embankment—when down the slope some half way pitched headlong down the bank and lay there apparently without motion. This occurred at what was called the Paschall station, or some one hundred yards west of it, and about four o'clock in the afternoon. Between sundown and dark he was found at or near the same place, and being unable to walk, and was taken over the railroad to the stable of Mr. Bonsall where he was laid on hay, and where he stayed all night. Early on Sunday morning when he was visited by Mr. Bonsall, he seemed to have recovered consciousness, asked for water, told them when they attempted to lift him not to hurt him, and with the help of those present walked to the house.

He complained of his left side, did not appear to have the use of his left arm, and moaned as though in great pain. His clothes were not torn nor were they dirty, and a slight spot of blood on his cheek showed the only external wound upon him. He remained at the house of Mr. Bonsall until the following Monday morning, when he was placed in a car and conveyed to Parkesburg, and from thence to his own house, where he arrived Monday evening. While he was at Bonsall's no attention was paid to his wounds. He ate but little, and during that time he appeared to be in his right mind. Soon after he reached home a physician was called in, and on examination it was found that he was fearfully bruised on his head and shoulder and down his back. He died on Monday morning, a week thereafter, and a post-mortem examination disclosed a series of injuries, which from their aspect were, in the opinion of the physician, sufficient to produce his death.

Feb. 10, 1862. The opinion of the Court was delivered by

READ, J.—A great deal of the difficulty originally felt in holding corporations liable for the acts of their agents within the scope of their authority, arose from the supposition that it was necessary their appointment should be under the seal of their principals.

The decisions both in England and America have satisfactorily disposed of this technical doubt, and it is now clearly the law, particularly with regard to what are called trading corporations, that no such evidence of authority is required. A private corporation is liable for the acts of its agents within the scope of their authority in the same way, and it would appear in the same form as any individual person is.

"A master," says Smith, in his *Master and Servant*, 2 ed. p. 183, "is ordinarily liable to answer in a civil suit for the tortions or wrongful acts of his servant, if those acts are done in the course of his employment in his master's service. The maxims applicable to such cases being *respondent superior*, and that before alluded to *qui facit per alium facit per se*. This rule, with some few exceptions, which will hereafter be pointed out is of universal application, whether the act of the servant be one of omission or commission, whether negligent, fraudulent, or deceitful, or even if it be an act of positive malfeasance, his master is responsible for it *civiliter* to third persons." At page 187, citing several English and American

authorities, he says: "Actions against railways and steam packet companies, also necessarily involve similar principles, as such companies can only act through the instrumentality of servants."

In the Philadelphia, Wilmington and Baltimore Railroad Company *vs.* Quigley, 21 Howard 202, the Supreme Court of the United States, held that an action on the case for a libel could be brought against a corporation; and Mr. Justice Campbell in delivering the opinion of the Court thus defines its liability for the acts of its agents. "With much wariness and after close and exact scrutiny into the nature of their constitution have the judicial tribunals determined the legal relations which are established for the corporation by their governing body and their agents with natural persons with whom they are brought into contact or collision. The result of the case is, that for acts done by the agents of a corporation, either *in contractu* or *in delicto* in the course of business, or of their employment the corporation is responsible, as an individual is responsible under similar circumstances. At a very early period it was decided in Great Britain as well as in the United States, that actions might be maintained against corporations for tortions; and instances may be found in the judicial annals of both countries of suits for torts, arising from the acts of their agents of nearly every variety." Similar doctrine is maintained in Addison on Wrongs p.p. 721, 722. In Moore *vs.* Fitchburg Railroad Company and another 4 Gray, 465, it was held that a corporation may be sued for an assault and battery committed by their servant acting under their authority. There the conductor put out a passenger who had paid his fare, and the Court ruled that if the company gave the conductor the power to act according to his discretion in all such cases as should arise, and in the exercise of that discretion he wrongfully exercised the power, or removed a passenger, it would be the act of the company, and they would be liable. In this case the suit was against the corporation and the conductor. The Court held the joinder was right, and although the conductor was acquitted they would not interfere with the verdict against the company. The English cases prior to 1860, are collected in a convenient form in a leading article in the 6 Jurist N. S. part 2, p. 143. "The old doctrine that a corporation aggregate has no soul, and therefore is incapable of a malicious intention, has been described by Erle, C. J., as being rather quaint than substantial; and accordingly in these days when substance is preferred to form and utility to quaintness, it has been held that corporations, especially those of a trading character have souls, and therefore may be guilty of malice. The number and importance of corporate bodies established for the purpose of trade in modern times, and transacting their business through the agency of servants, have rendered it necessary to relax the old rules existing on the subject, and to extend to them the maxim *respondent superior*, as if they were private individuals; the only special limitation engrafted upon their liability, being that the act complained of should be within the scope and purpose of the incorporation. Thus after being liable to an action for a false return to a *mandamus*, (Yarborough *vs.* Bank of England, 16 East 6,) for the negligence of their servants; (Scott *vs.* the Mayor &c., of Manchester, 2 H. &

N., 204; 3 Jur. R. part 1, p. 590,) for an assault; (the Eastern Counties Railway Company *vs.* Broom, 6 Exch. 314-15; Jurist part 1, p. 297,) for false imprisonment; (Chilton *vs.* the London and Croydon Railway Company, 16 M. & W. 212,) to an indictment for non-feasance; (Regina *vs.* the Birmingham and Gloucestershire Railway Company, 3 Q. B. 223,) and for misfeasance; Regina *vs.* the Great North of England Railway Company, 9 Q. B. 315; 10 Jurist part 1, p. 755,) it was decided that an incorporated company might be sued for a libel contained in a message transmitted by their telegraph, the company being incorporated for the purpose, (*inter alia*) of transmitting messages, (Whitefield *vs.* South Eastern Railway Company, 4 Jurist N. S. part 1, p. 683,) and that they might also be guilty of acts maliciously committed, with a view to injure individuals of rival companies, (Green *vs.* the London General Omnibus Company, 6 Jurist N. S. part 1, p. 228.) So in Cowley *vs.* the Mayor &c., of Sunderland, 30 Law J. Rep. Exch. 127, February 5th, 1861, the corporation were held liable to an action for an injury done by a wringing machine erected by them; placing them on the same footing as an individual under such circumstances.

These cases have been followed by two very important cases decided in the Courts of Exchequer and Queens Bench in the beginning of last year. The first Seymour *vs.* Greenwood was decided on the 22d of January 1861, and is reported in 30 Law J. Rep. Exch. 189, and was affirmed in the Exchequer Chamber Id. 327.

In this case the plaintiff was a passenger in the defendants' omnibus, and was removed by the conductor a servant of the defendant in such a manner that the plaintiff fell into the road and was severely injured. The allegation was that the plaintiff was drunk and refused to pay his fare; and the court thought the conductor was obeying the lawful commands of his master in removing a troublesome passenger. The conductor went into the omnibus and took the plaintiff who was inside by the collar with both hands, and backed himself out of the omnibus, drawing the plaintiff along with him. The plaintiff was then on the step and the conductor on his feet in the road; and he then threw the plaintiff on to the road to the right hand. The omnibus was stopped when he threw the plaintiff down. The plaintiff fell, the conductor did not. A Hansom cab came up in the same direction as the omnibus and the driver tried to draw up, but something under the cab caught the plaintiff, and the cab went over his foot and struck his head at the same time. Pollock, C. B. said: "I do not believe he intended to do any mischief but his want of care clearly was the cause of the mischief, and therefore I think the effect of the evidence is, that the servant by carelessly executing his master's commands caused the mischief complained of, and that is what I should have found had I been on the jury. There is no doubt that the law on this subject was once very much confused, and when McManus *vs.* Crickett 1 East 107 was decided, the law had not been settled. I think the view we take of this case is quite in conformity with all the more recent decisions. Public safety and private convenience require that we should so decide; for if we were to hold that a railway company is not to be responsible for the act of its servant causing damage to a third person

unless it be an act done in the mere negligent obedience to the orders of the company there would be no protection to the public." "I have no doubt" said Martin B., "that if the conductor used unnecessary violence in removing the plaintiff the master would be responsible. If by an act done by a servant within the scope of his ordinary employment, another person is injured that person may maintain an action against the master; and the act of removing the plaintiff from the omnibus, was within the scope of the conductor's ordinary employment." "The criterion is not whether the master has given the authority to do the particular act, but whether the servant does it in the ordinary course of his employment."

The plaintiff died while the rule to set aside the verdict was pending, and the court ordered the judgment to be entered in his name *nunc pro tunc* as of Easter Term when he was living.

In *Goff vs. The Great Northern Railway Company* 30 Law J. Rep. (Q. B.) 148, February 13th 1861 the written opinion of the court was delivered by Mr. Justice Blackburn in which the prior decisions on the subject were deliberately and carefully reviewed. It was held that, "a railway company though it be a corporation is liable to an action for false imprisonment if that imprisonment be committed by the authority of the company; and it is not necessary that the authority should be under seal." Then as to the evidence of such authority it was held that the doctrine enunciated by the Court of Exchequer Chamber in 1853 in *Giles vs. The Taff Vale Railway Company* 2 Ellis & Bl. 822, gives the correct rule and all prior decisions conflicting with it, were considered as overruled on that point." It is not necessary to enter into this question, as in the present case it was proved by the defendants that they had expressly authorized and instructed their officers or agents to put passengers out of their cars in cases like the present.

Two errors only were argued or pressed by the counsel of the plaintiff in error. About the first alleged error that the court erroneously held that the company were liable for the acts of their agents in this case, there can be no doubt that the court below were right in their exposition of the law which is in strict conformity with the authoritative statement of the law by the latest and best authorities, and is founded upon the clearest principles of public policy and private convenience. A railway company selects its own agents at its own pleasure, and it is bound to employ none except capable, prudent and humane men. In the present case the company and its agents were all liable for the injury done to the deceased.

The other error that the court should have instructed the jury to find for the defendants is not sustained, and I think that the court went farther in expressing their opinion upon the evidence than I would have done; for it appears to me that there was persuasive evidence sufficient to convince a jury that the deceased died of the wounds which he received, when his hands were forcibly removed by the agent, and he fell on the track of the road between the rails on the ballasting. There was therefore no error committed by the court, and we do not see that the former reversal on the question of damages has materially improved the condition of the defendants and it would hardly be to their interest to have another trial.

Judgment affirmed.

Railroads of the United States, January 1, 1864.

Statement showing the actual mileage and cost of the railroads in each State, etc.:

RAILROADS IN THE LOYAL STATES.			
States.	Mileage.	Total Completed.	Cost of Road and Equip'm't.
Maine	640.59	509.87	\$17,788,316
New Hampshire	687.73	661.32	21,180,271
Vermont	586.17	586.17	23,076,084
Massachusetts	1,339.42	1,277.54	59,985,187
Rhode Island	156.44	123.94	5,368,974
Connecticut	770.75	615.61	22,158,622
New York	3,505.76	2,892.46	134,410,508
New Jersey	951.25	761.77	36,363,438
Pennsylvania	4,070.77	3,545.36	165,817,886
Delaware	182.59	126.60	4,345,761
Maryl'd & Dist. of Columbia	709.90	467.80	25,580,373
West Virginia	361.50	361.50	16,342,979
Kentucky	888.40	550.20	22,209,900
Ohio	4,550.10	3,356.74	130,454,383
Michigan	1,425.50	809.20	31,318,956
Indiana	2,579.57	2,173.57	71,713,528
Illinois	3,698.90	3,080.10	118,308,572
Wisconsin	1,680.28	986.28	34,445,233
Minnesota	1,460.00	70.00	5,200,000
Iowa	2,256.80	872.30	25,704,052
Missouri	1,412.39	914.75	45,912,879
Kansas	360.00	40.00	1,000,000
California	512.73	120.05	5,780,000
Oregon	19.50	19.50	700,000
Tot. Loyal Sts.	34,807.04	24,926.93	\$1,025,115,742
RAILROADS IN THE REBEL STATES.			
Virginia	2,016.48	1,378.70	\$50,869,354
North Carolina	1,320.42	945.30	18,241,295
South Carolina	1,039.93	988.93	21,990,690
Georgia	1,635.23	1,421.22	29,036,392
Florida	586.50	401.50	8,628,000
Alabama	1,434.70	801.16	21,351,102
Mississippi	1,072.12	867.12	24,284,138
Tennessee	1,393.48	1,304.77	33,545,511
Arkansas	701.33	38.50	2,800,000
Louisiana	838.00	334.75	13,630,219
Texas	2,787.09	451.50	16,509,772
Tot. Rebel Sts.	14,825.19	8,933.45	\$240,836,473
Grand Total.	49,632.23	33,860.38	\$1,625,952,215
Do. last y'r	49,136.48	32,470.95	1,224,221,671
Increase in 1863.	495.75	1,389.43	\$41,730,544

INTEREST AND DIVIDENDS.

The Illinois Central Railroad Company has declared a dividend of 4 per cent, payable on the 1st of February. The transfer books are to be closed on the afternoon of the 18th inst.

The New York and New Haven Railroad Company have declared a dividend of \$3, free of Government tax, payable on and after February 15.

The New York, Providence and Boston Railroad Company have declared a dividend of 6 per cent, free of Government tax, payable on demand at M. Morgan's Sons, No. 37 William street.

The half-yearly interest due the 1st instant on the funded debt of the State of Indiana will be vanced to holders by Messrs. Winslow, Lanier & Co.

The Little Schuylkill Railroad Company will pay a semi-annual dividend of three per cent, free of all taxes, on the 18th inst.

Messrs. Duncan, Sherman & Co. will pay, on demand, the following coupons: Chicago City, municipal; Chicago City, water loan; Albany City; Detroit and Milwaukee Railroad, funded; Detroit and Pontiac Railroad; Buffalo and State Railroad.

Field, Morris & Co., No. 345 Broadway, will pay the coupons upon the City Debt of Evansville Ind.

The Philadelphia City Passenger Railway Company (Chestnut and Walnut) has declared a dividend of \$2 25 per share.

The interest on the bonds and stocks of the corporation of this city, due February 1, will be paid on and after that day at the Broadway Bank.

The Beaver Meadow Railroad Company announce a semi-annual dividend of five per cent., payable on and after January 11th, inst., at the office of the company.

The East Mahanoy Railroad Company have declared a dividend of three per cent., payable subject to the deduction of United States tax, on demand.

The Susquehanna and Wyoming Valley Railroad and Coal Company, have declared a dividend of ten per cent. free of Government tax, payable on or after the 28th inst.

The Minnesota Mining Company will pay, 20th January, a dividend of \$3 per share.

The Central Mining Company will pay, January 18, a dividend of \$2.50, or 10 per cent.

The Panama Railroad Company have declared a dividend of four per cent. out of the earnings of the road for the three months ending 31st, and one per cent. out of the earnings of steamers, sailing vessels, &c., payable on and after the 5th of January.

The interest coupons of the bonds of the Marioposa Company, falling due on the 1st day of Jan. next, will be paid on that day, in gold, on presentation at the office of the Company.

The January interest on Kansas State Bonds will be paid at Metropolitan Bank, New York City.

The Jersey City Water Loan, interest coupons, due Jan. 1, will be paid, on presentation, at the Merchants' Bank, N. Y., or at the Mechanics' and Traders' Bank, Jersey City.

The New Jersey Zinc Company has declared a dividend of four per cent on preferred, and two per cent on common stock, payable on the 1st of January.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending January 1, 1864, was as follows:

Passengers	\$18,551 42
Freight and live stock	30,539 28
Mails and sundries	1,226 63
Total	\$50,317 33
Corresponding week of 1863	51,886 03

Decrease

The earnings of the Grand Trunk Railway for the week ending December 26, 1863, were:

Passengers	\$23,635 29
Freight and live stock	5,400 00
Mails and sundries	71,050 37
Total	\$100,085 66
Corresponding week, 1863	90,798 49

Increase

Boston and Worcester, and Western Railroad Companies.

The controversy which has been so long pending between these companies, has been at length amicably settled, and on terms satisfactory to both parties. Messrs. Twichell & Chapin, the respective Presidents, accomplished the good work. The settlement covers all points in dispute, and liquidates all arrearages and balances.

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & St. Lawrence (guarant'd)	\$2,494,000	6	6	---
Berkshire (guarant'd)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	800,000	6	7	---
" " " " (new pref.)	664,000	6	---	---
Buffalo, N. Y. & Erie (guarant'd)	850,000	7	---	---
Camden & Atlantic (preferred)	620,800	7	214	---
Catawissa (preferred)	1,150,000	7	321	---
Chemung (guarant'd)	380,000	7	---	---
Cayuga & Susquehanna (guarant'd)	343,500	7	---	---
Chesapeake (preferred)	2,017,825	7	491	---
Chicago & Alton (preferred)	2,464,336	7	951	---
Chicago & Northwestern (pref.)	2,400,000	7	951	---
Cocheco (preferred)	177,750	8	---	---
Ct. & Passumpsic Rivers (guarant.)	49,200	6	---	---
" " " " (preferred)	833,000	6	491	---
Cumberland Valley (1st preferred)	241,900	8	8	---
" " " " (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	7	---	---
Dubuque & Sioux City (preferred)	1,982,180	7	72	---
Elmira, Jeff. & Canandaigua (guar.)	600,000	7	---	---
Elmira & William-port (preferred)	600,000	7	50	---
Erie (preferred)	8,835,700	7	7	103
Hannibal & St. Joseph (preferred)	5,309,428	7	7	46
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	---
Housatonic (preferred)	1,180,000	8	4	74
Indianapolis & Madison (preferred)	363,900	8	8	---
Kennebec & Portland (preferred)	247,000	6	---	---
" " " " (new pref.)	125,000	6	---	---
Lackawanna & Bloomsburg (pref.)	500,000	7	---	---
Marietta & Cincinnati (1st preferred)	5,105,384	7	69	---
" " " " (2d preferred)	3,424,169	7	49	---
Michigan S. & N. Indiana (guar.)	2,863,600	8	135	---
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	109
" " " " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,235,000	7	---	---
New Haven & Northampton (guar.)	1,010,000	7	4	---
New York & Harlem (preferred)	1,500,000	8	110	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Paterson & Hudson (guarant'd)	630,000	8	---	---
Paterson & Ramapo (guarant'd)	248,000	8	51	---
Peoria & Bureau Valley (guarant'd)	1,200,000	7	6	---
Philadelphia & Reading (preferred)	1,551,800	7	7	58
Philadelphia & Trenton (guarant'd)	1,000,000	10	---	---
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	871	---
Pittsfield & North Adams (guar.)	450,000	6	---	---
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	---
Rutland & Burlington (preferred)	382,700	8	---	---
" " " " (preferred)	608,176	6	---	---
St. L. Alton & Terre Haute (pref.)	1,500,000	6	70	---
Toledo & Wabash (preferred)	926,200	7	70	---
Troy & Greenbush (guarant'd)	274,400	6	6	---
Vermont & Canada (guarant'd)	1,600,000	8	8	---
Warren (guarant'd)	1,307,750	7	5	---
White Mountains (guarant'd)	200,000	8	5	---
Wrightsv. York & Gettysburg (guar.)	317,050	2	2	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	INTEREST	Principal payable.	Market Price.
		Rate.	Payable.	
Chesapeake & Delaware:				
1st Mortgage	\$2,657,343	6 J. & J.	1896	101
Chesapeake & Ohio:				
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870	---
" " " " sterling	4,575,000	6	1890	---
Preferred bonds	1,700,000	6	18	---
Bonds guar. by Virginia	200,000	6	18	---
Delaware Division:				
1st Mortgage	800,000	6 J. & J.	1878	961
Delaware & Hudson:				
1st Mortgage	600,000	6 J. & D.	1865	107
2d Mortgage	300,000	6 M. & S.	1870	---
Delaware & Haritan:				
S. Camden & Amb. RR.	---	---	---	---
Erie and Pennsylvania:				
1st Mortgage	752,000	7 J. & J.	1865	---
Interest Certificates	161,990	6	1868	---
Lehigh Navigation:				
1st Mortgage	829,172	6 M. & S.	1870	1061
Unsecured bonds	2,773,723	6 J. & J.	63-65	---
Monongahela Navigation:				
1st Mortgage	125,000	6 J. & J.	1863	---
2d Mortgage	57,000	6	1865	---
Morris:				
1st Mortgage	465,500	6 A. & O.	1876	1041
North Branch:				
1st Mortgage	500,000	6 M. & N.	1876	87
Schuylkill Navigation:				
1st Mortgage	1,764,580	6 M. & S.	1872	99
2d Mortgage	5,980,570	6 J. & J.	1882	841
Improvement	568,500	6 M. & N.	1876	68
Susquehanna & Tide Water:				
Maryland Sterling Loan	516,000	5 J. & J.	1865	---
Md. stg. loan converted	200,370	6	1865	---
Mortgage bonds	965,000	6	1878	631
Preferred Interest b'ds.	127,569	6	1873	25
Union, (Pa.):				
1st Mortgage	2,500,000	6 M. & N.	1883	261
West Branch & Susquehanna:				
1st Mortgage, s/k fund	450,000	6 J. & J.	1878	78
Wyoming Valley:				
1st Mortgage	750,000	6 J. & J.	1878	961

CANAL AND MISCELLANEOUS STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	75	
Chesapeake and Ohio	100	8,223,595		
Delaware Division	100	1,633,350	36	
Delaware and Hudson	100	7,500,900	7	178
Delaware and Haritan	100	2,298,400	10	
Erie of Pennsylvania	50	58,000		
Illinois and Michigan	50	2,500,000	6	59
Lehigh Navigation	50	1,803,000	6	40
" (scrip)	50	726,800	3	
Monongahela Navigation	50	726,800		
Morris (consolidated)	100	1,025,000		
" (preferred)	100	1,175,000	10	136
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolidated)	50	1,932,457		17
" (preferred)	50	2,722,607		31
Susquehanna and Tide Water	50	2,048,280		185
Union (preferred)	50	2,750,000		4
West Branch and Susquehanna	100	1,000,000	6	105
Wyoming Valley	100	500,000	6	78
STEAMSHIP AND TRANSIT:				
Central American Transit				34
Nicaragua Transit				21
Pacific Mail Steamship	100	4,000,000		222
Union Steamship (Boston)				157
EXPRESS:				
Adams	100	2,000,000		
American	500	1,000,000		
National	100	250,000		
Overland Mail	100	500,000		
United States	100	800,000		
Wells, Fargo & Co.	100	1,000,000		
TELEGRAPH:				
American	100	1,800,000		
Atlantic				
INSURANCE STOCKS:				
Etna Fire	50	200,000		
Columbian (Marine)	100	500,000		
Mercantile Mutual	100	600,000		
New England Mutual (Life)				
Washington (Fire)	50	400,000		
TRUST:				
Farmers' Loan and Trust	50	1,000,000		
New York Life Insurance & Trust	100	1,000,000		
United States Trust	100	1,000,000		
LAND AND IMPROVEMENT:				
Boston Water Power				46
Boston and Roxbury Mill				51
Canton (Baltimore)	100	5,000,000		34
Cary Improvement	5	300,000		9
East Boston	100	1,000,000		13
Essex (Boston)	100	1,000,000		91
Waverly (Boston)				2
GAS-LIGHT:				
Baltimore	100		8	
Boston	500	1,000,000		86
Brooklyn	25	2,000,000		
Cincinnati				
City (Brooklyn)				
Citizens' (Brooklyn)	20			128
Hartford				
Jersey City and Hoboken	50			
Manhattan, N. Y. (stock)	50	4,000,000		272
" (scrip)	371			239
Maryland (Baltimore)	25			
Metropolitan, N. Y.	100			134
New Haven				
New York	50	750,000		
Philadelphia				
Pittsburg				
St. Louis				
Southwark (Philadelphia)				
Williamsburg	50			
UNCLASSIFIED:				
American Coal	25	1,500,000		94
American West India	100	1,000,000		
Baltimore Coal	100			61
Baltimore and Cuba Smelting	100			145
Central Transportation				
Cherry Run Petroleum				9
Cumberland Coal (preferred)	100	5,000,000		49
George's Creek Coal and Iron	100	1,000,000		70
Gold Mining of Colorado				
Hazleton Coal	50			68
Hudson River Bridge	100			
Mariposa (gold)	100	10,000,000		36
Metropolitan Coal	100			
New Almaden (quicksilver)				
New Jersey Zinc	100	1,200,000		
Pennsylvania Coal	50	3,200,000		160
Quicksilver				8
Santa Clara (quicksilver)				
Santa Rita (silver, copper, and lead)				
Sonora Expt. & Mining (silv. & cop.)				
West India Cotton	100	100,000		

MINING STOCKS.

COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Dividends last year.	Market price per share.
Acton (copper)	---	---	24	200,000	41
Adventure (copper)	---	---	---	---	---
Albany and Boston (copper)	---	111	20,000	---	12
American and Mexican Silver	---	---	---	---	---
Algonah (copper)	---	---	20,000	---	2
Arizona (copper)	---	100	10,000	---	---
Aztec (copper)	---	---	20,000	---	5
Balt. and N. Carolina (copper)	---	5	---	---	20
Bay State (copper)	---	---	20,000	---	19
Bedford (copper)	---	---	20,000	---	14
Black River (copper)	---	---	20,000	521	---
Bohemian (copper)	---	71	20,000	---	91
Bucks County (lead)	---	---	---	---	11
Cambridge (copper)	---	5	20,000	---	10
Caledonia (copper)	---	---	---	20,000	---
Canada (copper)	---	4	90c.	20,000	21
Carp Lake (copper)	---	---	20,000	---	41
Cascade (copper)	---	---	---	---	---
Central (copper)	---	5	20,000	---	59
Chaudiere (copper)	---	5	20,000	---	31
Columbian (copper)	---	41	20,000	---	81
Consolidated (copper)	---	5	20,000	---	5c.
Copake (iron)	---	---	50,000	---	13
Copper Falls (copper)	---	251	20,000	---	28
Dacotah (copper)	---	---	20,000	---	41
Dana (copper)	---	---	20,000	---	4
Doylestown (copper)	---	---	---	---	---
Dudley (copper)	---	---	20,000	---	---
Eagle River (copper)	---	---	20,000	---	61
Everett (copper)	---	---	20,000	---	5
Evergreen Bluff (copper)	---	---	20,000	---	9
Excelsior (gold)	---	---	---	---	71
Flint Steel River (copper)	---	---	20,000	---	101
Forest City (copper)	---	---	20,000	---	---
Fort Filmore (silver)	---	20	50,000	---	---
Franconia (copper)	---	5	60,000	---	---
Franklin (copper)	---	8	20,000	---	49
French Creek (copper)	---	---	100,000	---	---
Gardner Hill (copper)	---	5	5	20,000	80c.
Grand Portage (copper)	---	---	20,000	---	---
Great Western (copper)	---	---	20,000	---	31
Guilford (copper)	---	5	20,000	---	30c.
Hamilton (copper)	---	---	20,000	---	41
Hancock (copper)	---	41	20,000	---	12
Hanover (copper)	---	---	20,000	---	41
Highland (copper)	---	---	20,000	---	51
Hilton (copper)	---	---	---	---	---
Humboldt (copper)	---	---	20,000	---	7
Huron (copper)	---	4	121c	20,000	20
Indiana (copper)	---	---	---	---	351
Iale Royale (copper)	---	161	20,000	---	28
Jefferson (copper)	---	---	---	---	---
Kickapoo (copper)	---	1	200,000	---	---
Knowlton (copper)	---	---	20,000	---	---
Madison (copper)	---	---	20,000	---	9
Mandan (copper)	---	---	20,000	---	31
Manhattan (copper)	---	---	20,000	---	51
Mass (copper)	---	---	20,000	---	---
Meunard (copper)	---	---	20,000	---	---
Minnesota (copper)	---	31	31	20,000	12
Montana (gold)	---	5	50c	100,000	70
Mount Hope (lead)	---	21	80,000	---	1
National (copper)	---	51	51	20,000	---
Native (copper)	---	---	20,000	---	82
Naumkeag (copper)	---	---	20,000	---	21
New England (copper)	---	---	20,000	---	5
North Cliff (copper)	---	21	20,000	---	5
North State (copper)	---	5	20,000	---	30c
North Western (copper)	---	---	20,000	---	12
Norwich (copper)	---	---	20,000	---	61
Nova Scotia (gold)	---	---	---	---	---
Ogima (copper)	---	---	20,000	---	31
Ontonagon (copper)	---	---	20,000	---	---
Ottawa (copper)	---	---	102,000	---	41c.
Pennsylvania (copper)	---	25	21	20,000	81
Petheriek (copper)	---	11	20,000	---	11
Pewabic (copper)	---	31	20,000	---	64
Phoenix (copper)	---	10	20,000	---	25
Pittsburg and Boston (copper)	---	51	20,000	---	90
Placentia Bay (lead)	---	5	200,000	---	---
Pontiac (copper)	---	21	---	---	61
Prince o' Wales (copper)	---	---	---	---	---
Providence (copper)	---	---	20,000	---	---
Quartz Hill (gold)	---	---	---	---	13
Quincy (copper)	---	10	200,000	---	68
Rockland (copper)	---	5	20,000	---	191
Saginaw (saline and mineral)	---	---	---	---	---
St. Mary's (copper)	---	---	---	---	91
Shawangunk (lead)	---	5	110,000	---	---
Sheldon (copper)	---	---	---	---	---
Silver Hill	---	5	---	---	---
Silver Valley	---	---	---	---	10c.
South Side (copper)	---	11	20,000	---	81
Springfield (copper)	---	6	20,000	---	21
Star (copper)	---	---	20,000	---	91
Superior (copper)	---	4	20,000	---	31
Toltec (copper)	---	19	20,000	---	41
Tremont (copper)	---	---	20,000	---	---
Union (lead)	---	---	---	---	50c.
Vermont (copper)	---	5	---	---	---
Waterloo (copper)	---	---	20,000	---	---
Wickham (copper)	---	---	20,000	---	96c.
Wickopee (copper)	---	6	100,000	---	61
Winthrop (copper)	---	---	20,000	---	41
Wyandotte (copper)	---	---	---	---	---

PASSENGER RAILROAD SHARE LIST

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

PASSENGER RAILROAD BONDS

DESCRIPTION.	Amount out- standing.	Rate.	Pay- able.	Principal payable.	Market Price.
Broadway (Brooklyn):	\$	pc	Months.	Year.	p. c.
Real Estate Mortgage	27,500	7	J. & J.	1870	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	----
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	----
Citizens' (Pittsburg):					
1st Mortgage	47,800	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	-----	-----	-----
Dorchester:					
Real Estate Mortgage	5,000	6	-----	-----	-----
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	-----	-----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	100
Germantown:					
1st Mortgage	280,000	7	J. & J.	1869	-----
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	-----
Hestonville, Mantua & Fair- mount:					
1st Mortgage	40,000	7	J. & J.	1869	-----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	-----
Lynn and Boston:					
1st Mortgage (road)	50,000	6	M. & S.	71-72	-----
1st Mortgage (equipment)	40,000	6	-----	-----	-----
Malden and Melrose:					
1st Mortgage guaranteed	60,000	6	-----	1880	94
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	12,000	6	-----	-----	-----
Metropolitan:					
1st Mortgage	36,625	6	-----	-----	-----
Real Estate Mortgage		6	-----	-----	-----
Middlesex:					
Malden & Melrose bonds	60,000	6	-----	1870	-----
Real Estate	6,210	-----	-----	-----	-----
Ninth Avenue:					
1st Mortgage	22,000	7	-----	-----	-----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1866	-----
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	-----
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	-----
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	-----
Pittsburg, Allegheny and Manchester:					
1st Mortgage	23,000	7	J. & J.	1871	-----
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	-----
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	-----
Quincy:					
Plain bonds	20,000	-----	M. & S.	1868	-----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	-----
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	-----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	-----
2d Mortgage	50,800	7	J. & J.	1869	-----
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	-----
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	-----
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	-----
Real Estate bonds	60,000	-----	-----	-----	-----
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	-----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	-----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	-----

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			Market Price.
		Rate.	Periods.	When Due.				Rate.	Periods.	When Due.	
UNITED STATES LOANS.											
Loan of June 23, 1847.....registered	\$9,415,250	6	Jan. & July.	1867	105	Massachusetts-Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	71-78	71-78
Loan of Dec. 31, 1843.....registered	5,908,342	6	"	1867	105	" " " " " " " " " " " "	800,000	6	"	77-78	117
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	6	"	1868	105	" " " " " " " " " " " "	500,000	6	May & Nov.	1893	108
Loan of June 14, 1855.....registered	20,000,000	5	"	1868	106	" " " " " " " " " " " "	1,000,000	6	"	1883	108
Loan of June 22, 1860.....registered	7,022,000	5	"	1874	98	" " " " " " " " " " " "	168,000	6	"	1880	100
Oregon War Debt of June, 1861.....coupon	1,026,000	5	"	1874	100	Michigan-Renewal Loan.....coupon	216,000	6	Jan. & July.	1875	100
Loan of Feb. 8, 1861.....registered	10,415,000	5	"	1871	98	" " " " " " " " " " " "	100,000	6	"	1879	104
Loan of July 17, 1861.....registered	50,000,000	5	"	1871	98	" " " " " " " " " " " "	587,000	7	"	1886	104
Loan of Feb. 25, 1862 (5-20s).....registered	40,230,000	5	"	1881	98	" " " " " " " " " " " "	2,000,000	6	"	1888	105
Treasury Notes of Feb. & Aug. 1861.....coupon	350,000,000	5	"	1881	104	Minnesota-State bonds.....coupon	250,000	8	Jan. & July.	1887	105
Treasury Notes of 1863 (legal tender).....coupon	56,389,500	5	Yearly.	1881	104	" " " " " " (Indian war).....coupon	100,000	7	"	1871	105
Treasury Notes of 1861 & 1862 (customs).....	717,141	5	Jan. & July.	1881	105	" " " " " " (Railroads).....	2,275,000	6	"	1883	105
Certificates of Deposit.....	28,089,295	5	"	1881	105	Mississippi-State bonds (Banks).....coupon	2,000,000	6	"	1883	105
Certificates of Indebtedness.....(currency).....	157,093,241	5	"	1881	105	Missouri-Bank Stock Loan of 1857.....	63,000	6	Jan. & July.	1863	105
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]											
STATE LOANS.											
Alabama-State bonds.....coupon	3,423,000	5	Jan. & July.	1877	105	" " " " " " " " " " " "	199,000	6	Jan. & July.	1863	105
Arkansas-State bonds (R. R. & Bk).....coupon	899,000	5	"	1868	105	" " " " " " " " " " " "	100,000	6	April & Oct.	1893	105
" " " " (Bk of State).....	610,000	5	"	1868	105	" " " " " " " " " " " "	40,000	6	Jan. & July.	1893	105
" " " " " " " " " " " "	88,000	7	"	1868	105	" " " " " " " " " " " "	200,000	6	"	1893	105
California-Civil bonds of 1857.....coupon	2,727,500	7	Jan. & July.	1878	126	" " " " " " " " " " " "	7,000,000	6	"	1893	105
" " " " " " " " " " " "	198,500	7	"	1880	126	" " " " " " " " " " " "	4,500,000	6	"	1893	105
" " " " " " " " " " " "	610,004	7	"	1872	126	" " " " " " " " " " " "	3,000,000	6	"	1893	105
Connecticut-War Fund bonds.....coupon	2,000,000	6	Jan. & July.	71-72	107	" " " " " " " " " " " "	4,380,000	6	"	1893	105
" " " " " " " " " " " "	1,000,000	6	"	1883	107	" " " " " " " " " " " "	3,501,000	6	"	1893	105
Florida-State bonds.....coupon	143,000	7	"	1872	107	" " " " " " " " " " " "	550,000	6	"	1893	105
Georgia-State bonds.....coupon	72,000	5	Jan. & July.	1872	107	" " " " " " " " " " " "	700,000	9	June & Dec.	1893	105
" " " " (R. R. & Bk).....	2,073,750	7	"	1872	107	" " " " " " " " " " " "	780,000	6	Feb. & Aug.	1876	107
" " " " (R. R.).....	525,000	7	"	1872	107	" " " " " " " " " " " "	585,100	6	"	1876	107
Illinois-New Int. Impr. stock.....inscribed	1,970,987	6	Jan. & July.	1870	103	" " " " " " " " " " " "	96,000	6	Jan. & July.	1871	107
" " " " " " " " " " " "	1,822,085	6	"	1877	103	" " " " " " " " " " " "	1,331,820	6	"	1871	107
" " " " " " " " " " " "	737,222	6	"	1869	103	" " " " " " " " " " " "	200,000	6	"	1871	107
" " " " " " " " " " " "	2,187,000	6	"	1869	104	" " " " " " " " " " " "	561,500	5	Jan. & July.	1871	107

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1891	36,633	37,426	49,194	58,881	56,174	45,983	46,417	43,516	51,212	73,432	79,409	73,783	657,670
1892	67,862	56,876	78,285	74,056	67,589	62,167	59,523	51,429	74,084	83,324	84,322	91,398	850,816
Chicago, Burlington and Quincy:													
1890	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,568	117,607	2,075,309
1891	149,068	115,525	158,007	131,814	169,100	149,186	169,466	188,478	224,225	226,006	210,494	179,625	2,070,998
1892	187,772	110,054	151,170	159,055	182,585	226,082	220,211	212,512	270,516	304,943	252,934	229,789	2,557,224
1893	242,729	204,537	290,269	306,697	329,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1890	55,734	55,123	74,600	63,995	86,211	76,426	61,453	103,635	94,928	107,758	73,751	64,987	938,641
1891	61,831	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1892	73,169	93,591	110,935	72,196	81,994	90,625	98,086	128,191	132,639	119,409	115,201	111,965	1,225,001
1893	96,906	106,816	127,205	127,205	140,107	154,017	162,236	167,966	185,939	185,591	.....	.....	.....
Chicago and Rock Island:													
1890	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,232	984,577
1891	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,339	92,873	75,457	1,181,003
1892	83,030	63,975	77,007	76,609	102,163	90,621	85,410	130,542	164,084	152,537	123,319	118,768	1,261,050
1893	120,776	90,607	76,676	76,459	102,353	135,373	119,947	117,088	146,268	161,503	138,795	135,595	1,423,439
1893	140,024	130,225	122,512	127,507	144,995	171,706	189,363	151,365	209,591	208,569	191,739	.....	.....
Chicago and Northwestern:													
1890	18,569	19,535	22,970	26,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1891	32,192	33,408	46,346	43,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1892	48,825	48,651	50,920	60,410	84,891	85,229	76,897	60,827	87,167	105,146	81,296	55,199	855,658
1893	46,605	49,103	59,249	64,725	84,706	104,815	95,340	71,306	104,094	124,787	108,966	90,991	994,677
1893	69,991	81,100	92,483	100,904	107,966	124,283	115,861	106,491	172,072	210,470	153,338	.....	.....
Cleveland, Columbus and Cincinnati:													
1890	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,026	1,018,900
1891	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1892	73,913	67,610	83,392	95,081	96,435	80,028	82,690	106,536	120,793	135,060	140,561	104,916	1,261,004
1893	135,856	110,836	103,352	115,115	113,854	123,466	131,423	178,162	192,174	172,331	166,178	180,063	1,716,843
1893	166,687	152,435	155,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland and Toledo:													
1890	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,589	79,673	76,304	82,220	780,280
1891	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,673	84,603	94,406	82,467	82,400	889,409
1892	85,239	76,918	86,063	90,324	65,302	63,137	52,269	60,286	84,640	98,523	88,401	105,263	955,959
1893	106,263	88,408	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,607	117,294	164,876	1,167,544
1893	145,916	146,839	166,780	121,273	100,225	100,086	91,308	102,130	132,130	140,013	144,800	184,389	1,574,803
Erie:													
1890	376,357	323,047	461,495	557,985	478,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,092
1891	304,708	319,593	372,290	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,008	414,764	4,051,049
1892	354,000	433,311	487,161	593,409	593,409	593,409	593,409	593,409	593,409	593,409	593,409	593,409	5,936,424
1893	404,507	391,932	458,560	447,174	606,610	430,063	372,705	419,010	615,945	719,354	734,103	714,211	6,214,182
1893	699,097	601,595	638,004	626,070	657,416	625,842	595,024	615,902	766,421	886,136	902,906	963,859	8,400,384
1893	835,453	829,734	946,041	935,453	838,367	760,863	721,889	678,969	814,823	955,371	1,026,065	.....	.....
Galena and Chicago:													
1890	62,421	66,943	92,921	88,708	122,008	110,656	83,527	119,230	208,803	195,934	123,907	80,344	1,369,441
1891	60,653	62,698	80,793	93,254	115,505	98,449	80,705	166,541	219,528	262,108	142,658	94,860	1,462,762
1892	97,253	76,859	101,600	103,795	165,707	162,823	145,389	160,389	200,276	221,326	172,700	122,309	1,720,396
1893	109,897	106,424	74,346	90,180	158,194	225,048	190,458	129,019	188,370	203,575	159,530	143,882	1,777,541
1893	132,517	121,161	129,226	136,601	172,343	212,946	143,517	169,794	267,529	284,808	219,886	.....	.....
Hudson River:													
1890	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,032	1,983,434
1891	161,047	134,066	156,281	134,066	156,281	129,996	140,890	167,230	180,000	193,951	169,549	232,370	2,076,822
1892	225,157	206,342	167,560	139,751	150,803	122,683	114,804	185,299	148,424	173,261	197,762	246,288	2,028,587
1893	281,568	308,963	202,346	192,442	151,427	159,769	163,442	212,118	289,911	270,093	408,571	2,922,970	4,051,049
1893	458,953	425,047	360,802	270,076	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
Illinois Central:													
1890	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1891	185,926	209,994	183,758	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1892	321,844	279,268	229,334	192,064	199,438	177,829	189,280	268,933	289,362	284,020	243,249	224,401	2,899,612
1893	190,130	236,637	181,084	191,648	206,248	269,282	261,079	362,786	414,543	410,336	372,933	359,463	3,445,827
1893	267,061	239,193	265,773	267,643	314,166	397,729	331,432	459,256	466,919	468,766	414,399	.....	.....
La Crosse and Milwaukee:													
1890	32,584	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,865	756,476
1891	53,898	45,680	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,063	116,936	69,276	1,070,822
1892	61,055	54,736	43,912	48,706	126,999	111,766	91,469	69,673	137,187	164,809	122,863	63,771	1,096,046
1893	73,063	66,686	56,171	107,754	147,499	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1890	37,520	32,301	39,501	45,811	59,082	48,797	87,429	60,229	139,761	163,615	90,900	44,866	790,841
1891	54,246	44,027	43,337	49,102	112,268	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1892	83,907	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	164,369	122,272	61,835	1,163,734
1893	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,362	136,417	205,054	138,242	.....	.....
Michigan Southern & Northern Indiana:													
1890	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,810
1891	131,467	119,833	166,454	175,481	134,683	127,273	127,273	196,821	233,451	273,722	203,492	134,972	2,068,896
1892	140,923	116,933	153,170	186,951	170,362	161,391	129,558	178,773	236,690	276,161	231,265	189,077	2,189,077
1893	163,152	153,728	157,500	193,120	200,826	181,983	180,915	228,819	276,109	326,818	305,284	279,579	2,647,833
1893	248,784	230,508	254,208	267,968	263,951	237,982	188,141	236,512	300,822	371,361	326,950	.....	.....
Michigan Central:													
1890	101,386	102,959	151,864	143,143	127,145	119,770	108,303	130,366	210,837	226,077	181,617	132,949	1,766,410
1891	110,712	107,749	165,741	158,510	123,085	128,393	193,540	251,422	300,474	300,474	196,182	139,022	2,025,142
1892	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	238,841	307,333	242,089	200,134	2,124,314
1893	230,159	159,658	151,90										

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Rock Island:						
Mortgage	\$300,000	7			1867		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Northwestern:						
Alabama and Tenn. Rivers:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		General 1st Mortgage	3,600,000	7	" "	" "	1885	93
2d Mortgage	235,705	8			1864		Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
Albany, Vt. and Canada:							2d Mortgage	2,000,000	6	" "	" "	1890	74
1st Mortgage	600,000	7	March & Sept.	New York.	1857		Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	90
Albany and West Stockbridge:							Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76		Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Androscoquin and Kenesaw:							Cincinnati, Hamilton and Dayton:						
Million Dollar Loan	192,100	6	June & Dec.	(Portland or Waterv.)	'61-'64	70	1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
\$1,100,000 Loan	804,600	6	" "	" "	1890	79	2d Mortgage	950,000	7	May & Nov.	" "	1880	105
Stock, convert. (Coupon)	710,000	6			'63-'66		*Cincinnati, Wilm. and Zanesville:						
Atlantic and Great Western:							1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77	2d Mortgage	574,000	7	Feb. & Aug.	" "		
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	97	3d Mortgage	158,000	7	" "	" "		
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80	Income	250,500	7	" "	" "		
Atlantic and St. Lawrence:							Tunnel Right	1,000,000	7	" "	" "		
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1866	92	Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	105
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70		2d Mortgage	244,200	7	March & Sept.	" "	1864	100
Baltimore and Ohio:							3d Mortgage	658,200	8	" "	" "	1876	
Maryland Sterling B'ds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833		Clev. Painesville and Ashtabula:						
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	108	2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
" " " 1850.	700,000	6	Jan. & July.	" "	1880	107	Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
" " " 1855.	1,128,500	6	Jan. & July.	" "	1875	108	Dividend Mortgage	900,000	7	" "	" "	1880	
" " " 1855.	1,000,000	6	Ja. Ap. Ju. Oc.	" "	1867	104	Cleveland and Pittsburg:						
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	" "	1890	110	1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102
Bellefontaine and Indiana:							2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	105
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101	3d Mort. (M. L.) or 2d Extension	1,186,000	7	" "	" "	1875	103
2d Mortgage	164,000	7	" "	" "	1870		4th Mort. (M. L.) or 3d Extension	1,059,023	6	" "	" "	1886	96
Belvidere Delaware:							River Line bonds	20,000	7	" "	" "	1887	
1st Mort. (guar. O. and A.)	1,000,000	6	June & Dec.	New York.	1867	100	Clev., Columbus and Cin.:						
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95	1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
3d Mortgage (do.)	589,500	6	Feb. & Aug.	" "	1877		Cleveland and Toledo:						
Boston Concord and Montreal:							Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100	Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101
2d Mortgage	300,000	7	" "	New York.	1865	102	Tol., Nor. and Clev. 1st Mort.	436,000	7	Feb. & Aug.	" "	1863	75
1st Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Tol., Nor. and Clev. 2d Mort.	175,500	7	" "	" "	1863	75
2d Mortgage Coupons	250,000	7	" "	New York.	1870		C. and T. Income Mortgage	65,150	7	March & Sept.	" "	1863	75
Sinking Fund	200,000	6	" "	Boston.	1889	100	C. and T. Income (convertible)	119,000	7	Jan. & July.	" "	1864	
Boston and Lowell:							C. and T. Income (convertible)	169,000	7	" "	" "	1864	
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107	C. and T. Dividend (convert.)	129,410	7	April & Oct.	New York.	1866	70
Buffalo, New York and Erie:							C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	103	C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	110
2d Mortgage coupon	425,714	7	May & Nov.	" "	1872	103	Columbus and Xenia:						
Buffalo and State Line:							Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108	Connecticut River:						
Income \$ in '59, \$ in '72	200,000	7	Jan. & July.	" "	var.		Mortgage	250,000	6	March & Sept.	Boston.	1878	104
Unsecured	200,000	7	" "	" "	1864		Connecticut and Passump. Rivers:						
Special Erie and North-East	149,000	7	" "	" "	'61-'70		1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100
Burlington and Missouri:							Cumberland Valley:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.			1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
Cairo and Fulton (Mo.):							2d Mortgage	109,500	8	" "	" "	1904	
State (Mo.) Loan	650,000	6			'78-'79		Dayton and Michigan:						
Camden and Amboy:							1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
English debt (S. F.) £453,093.	2,192,923	6	Semi-annual.	London.	1880		2d Mortgage	2,503,000	8	" "	" "	1881	100
Converted Sterling Loan	798,200	6	" "	" "	1863		Dayton and Western:						
American Loan	762,000	6	" "	New York.	1864	106	1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Extra Dividend Loan	334,463	6	" "	" "	1864		2d Mortgage	250,000	7	June & Dec.	" "		40
Loan for \$500,000	500,000	6	" "	" "	1867	108	Delaware:						
" " \$900,000	790,600	6	" "	" "	1870	105	1st Mortgage guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
" " \$675,000	675,000	6	" "	" "	1875	102	Guaranteed.	100,000	6	" "	" "	1875	105
" " \$1,700,000	1,700,000	6	" "	" "	1883	103	State Loan	170,000	6	" "	" "	1876	
" " \$2,500,000	807,000	6	" "	" "	1889	106	Delaware, Lackawanna and W'n:						
Consolid. Mort. Loan \$5,000,000			" "	" "		105	1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
Camden and Atlantic:							1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872		2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Ontario:							Detroit and Milwaukee:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	80
Oayuga and Susquehanna:							2d Mortgage	1,000,000	8	" "	" "	1866	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		3d Mortgage (convertible)	750,000	10	" "	" "	1863	
Central of Georgia:							4th Mortgage (G. W. R. R.)	500,000	8	" "	" "		
Mortgage	86,067	7			1863		Dubuque and Sioux City:						
Central of New Jersey:							1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	103	Dubuque Western:						
2d Mortgage	600,000	7	May & Nov.	" "	1875	112	1st Mortgage	344,000	†	" "	" "		
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	104	Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	" "	1864	94	2d Mortgage (convertible)	590,000	6	Jan. & July.	London.	1872	98
2d Mortgage	800,000	7	June & Dec.	New York.	1865	104	3d Mortgage (convertible)	672,500	6	Feb. & Aug.	Boston.	1874	103
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	75	1st M. (State) \$75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	" "	'65-'71	
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1878	45	East Tennessee and Georgia:						
Charleston and Savannah:							State, 1st Mortgage	970,000		" "	" "		
1st Mortgage (endorsed)	510,000	6					Endorsed by State of Tennessee	150,000		" "	" "		
2d Mortgage	1,000,000	7					Mortgage (ordinary)	790,688		" "	" "		
Cheshire:							East Tennessee and Virginia:						
Bonds of '75, '77, '80	809,000	6	Jan. & July.	Boston.	var.	100	State, 1st Lien	1,602,000		" "	" "		
Chicago, Burlington & Quincy:							Endorsed by State of Tennessee	200,000		" "	" "		
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	124	1st Mortgage (after State)	100,000		" "	" "		
" " " " " " " "	3,034,000	8	" "	" "	1883	120	Redeemable in Stock	66,950		" "	" "		
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890		Katon and Hamilton:						
2d Mortgage, inconvertible	935,500	4	July.	Frankfort, M.	1890		1st Mortgage	757,734	†	" "	" "	var.	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867		Erie and North-East:						
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	'61-'70	
" " " " " " " "	83,000	8	May & Nov.	" "	1868		Florida:						
" " " " " " " "	25,000	8	March & Sept.	" "	1870		Internal Improvement (State)	1,655,000	7	" "	" "	1891	
Chicago and Alton:							Free Land, 2d Mortgage	1,500,000	8	" "	" "	1891	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	102	Florida and Alabama:						
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100	Internal Improvement (State)		7	" "	" "	1891	
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90	Free Land, 2d Mortgage		8	" "	" "	1891	
Chicago and Milwaukee:							Florida, Atlantic and Gulf Centr.						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99	Internal Improvement (State)	300,000	7	" "	" "	1891	
Real Estate	185,964	7			1863		Free Land, 2d Mortgage	200,000	8	" "	" "	1891	

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Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
Galena and Chicago Union:							Memphis and Ohio:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'68	112	State (Tenn.) Loan	1,340,000	6				
1st Mortgage (Extended)	871,000	7	"	"	1882	112	Michigan Central:						
2d Mortgage (S. F.) Coupon	1,348,000	7	May & Nov.	"	1875	101	1st Mortgage Sterling	487,439	6	Jan. & July.	London.	1872	93½
Great Western, Ill.:							1st Mortgage S'g (convertible)	500,000	8	March & Sept.	"	1889	84
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1893	106	1st Mortgage (convert.) Dollar	2,598,000	8	"	N. Y. & Boston	1890	119½
" Eastern	1,350,000	7	Feb. & Aug.	"	1885	102½	1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	"	1892	121½
Hannibal and St. Joseph:							Mich. Southern and N. Indiana:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	87	Michigan Southern, 1st.	14,000	7	May & Nov.	New York.	1890	100
Land Security	6,000,000	7	April & Oct.	"	1881	83½	Northern Indiana, 1st.	42,000	7	Feb. & Aug.	"	1891	107
Convertible Bonds	1,300,000	7	Jan. & July.	"	1883		Erie and Kalamazoo	103,000	7	March & Sept.	"	1892	
2d Mortgage	1,200,000	7	April & Oct.	"	1870	49	Michigan Southern, conv.	16,000	7	"	"	1893	86½
Harrisburg and Lancaster:							Northern Indiana, conv.	20,000	7	Feb. & Aug.	"	1893	81
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½	Jackson Branch	81,000	7	"	"	1895	88
Hartford and New Haven:							Goshen Air Line	701,000	7	"	"	1898	106
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Detroit and Toledo	812,000	7	"	"	1876	105
Houston:							1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	"	1895	106
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877		2d General Mortgage	2,656,500	7	"	"	1877	104½
Houston and Texas Central:							*Milwaukee and Beloit:						
State (1st Lien) Loan	210,000						1st Mortgage	630,000	8				
Mortgage	125,000	7			1896		Milwaukee and Chicago:						
Hudson River:							1st Mortgage	400,000	8	Jan. & July.	New York.		107
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	110½	2d Mortgage	200,000	8	"	"		
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	118	*Milwaukee and Horicon:						
3d Mortgage	1,840,000	7	May & Nov.	"	1875	135	1st Mortgage	420,000	8				10
Convertible	1,002,000	7	"	"	1897	104½	2d Mortgage	600,000	8				
Illinois Central:							Milwaukee and Prairie du Chien:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1883		1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	107
Construction	11,619,500	7	April & Oct.	London.	1875		Minnesota and Pacific:						
Construction	3,104,000	8	"	New York.	1875	119½	Real Estate	1,200,000	7	Jan. & July.		1892	
Eight per cent. bonds	304,000	8	March & Sept.	"	1866		1st Mortgage	360,000	7	"	"	1893	
Indiana Central:							Mississippi Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1896		1st Mortgage	1,007,363	7				
2d Mortgage	364,000	10	"	"		110	Mississippi Central and Tenn.:						
Income	20,500						State (Tenn.) Loan	529,000	6				
Indianapolis and Cincinnati:							Mississippi and Missouri:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1886	110	1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage	400,000	7	"	"	1892	100	2d Mortgage (S. F.)	400,000	8		"		
Real Estate Mortgage	200,000	7			1898	68	Oskaloosa Division	600,000	7		"		
Ind., Pittsburg and Cleveland:							1st Land Grant	2,000,000	7		"		60
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		2d Land Grant	700,000			"		
2d Mortgage	314,000	7	"	"			Mississippi and Tennessee:						
Indianapolis and Madison:							Tennessee State Loan	98,000	6			1886	
Mortgage	661,000	7	May & Nov.	New York.	1881	83	Mississippi State Loan	202,799	6				
Jeffersonville:							1st Mortgage	171,000	7			1876	
1st Mortgage	187,000	7	March & Sept.	New York	1861	75	Mobile and Ohio:						
2d Mortgage	392,000	7	April & Oct.	"	1873	70	City (Mobile) Tax Loan	400,000	6				
*Kennebec and Portland:							Tennessee State Loan	674,860	6				
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870		Alabama State Loan	389,410	6				
2d Mortgage	230,000	6	"	"	1861		Income	1,608,070	8	Jan. & July.	New York.	'61-'67	
3d Mortgage	250,000	6	"	Augusta.	1862		Sterling	878,086	6			1883	
*Kentucky Centr. (Ov. and Lex.)							Mississippi State Loan	200,970	6				
1st Mortgage	160,000	6					Montgomery and West Point:						
1st Mortgage	290,000	7					Alabama State Loan	122,622					
2d Mortgage (convertible)	1,000,000	7					Mortgage (due 1890, '93 and '95)	350,000	6			var.	
3d Mortgage	600,000	7					Mortgage	460,000	8			1866	
Guaranteed by Overington	200,000	6					Muscogee:						
Cincinnati (exchanged)	100,000	6					1st Mortgage	249,000	7				
Keokuk, Ft. D. Moines and Minn.:							Nashville and Chattanooga:						
City of Keokuk, 20 years	400,000	8					Mortgage (State endorsed)	1,500,000					
City of Keokuk, (special tax)	150,000	10					Chat. and Cleve. Subse. (endors.)	231,000					
Keokuk, Mt. Pleasant and Muscatine:							*New Albany and Salem:						
Lee County	150,000	8					Crawfordsville	175,000	7				
City of Keokuk	200,000	8					1st Mortgage	600,000	10				
La Crosse, Viroqua & Mineral Pt.:							1st Mortgage	2,235,000	6				
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		N. Hav., N. Lond. and Stonington:						
Lehigh Valley:							Mortgage	450,000	7	March & Sept.	New Haven.	1861	
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	106	2d Mortgage	200,000	6	Jan. & July.	"	1863	
La Crosse and Milwaukee:							Extension	118,000	6	May & Nov.	"	1878	
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89	New Haven and Northampton:						
2d Mortgage (Eastern Div.)	1,030,000	7					1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.		44½	New Jersey:						
2d Land Grant (Western Div.)	855,600	7				44½	Company's (various)	638,000		Semi-ann'ly.	New York.	var.	102½
3d Mortgage (whole road)	1,700,000	7				44½	New London Northern:						
Unsecured Bonds	1,700,000	7					1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
Lexington and Frankfort:							N. Orlns, Jackson and Gt. North.:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74		State (Miss.) Loan	255,000	6			'63-'78	
Little Miami:							1st Mortgage Coupon	2,365,000	8	Jan. & July.	New York.	1886	
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105	N. Orlns, Opelousa, and Gt. West.:						
Long Island:							Louisiana State Loan	641,000	6				
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100½	New Orleans City Subscription	1,500,000	5				
Extension Bonds	175,000	7	May & Nov.	"	1890	107	1st Mortgage (S. F.)	566,000	8			1889	
Long Dock Co.:							New York Central:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882		Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	105
Mortgages on Land	473,909	7	"	"			Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	"	1876	115
Louisville and Frankfort:							Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	"	1883	102½
1st Mortgage	100,000		Jan. & July.	New York.	1881		Real Estate (S. F.) Bonds	185,000	6	"	"	1883	101
1st Mortgage	225,000		"	"	'83-'78		Real Estate Bonds	235,775	6	"	"	1883	101
Louisville and Nashville:							Bonds of June, 1884	2,000,000	7	June & Dec.	"	1884	100½
State (Tenn.), 1st Lien	569,500	6	Jan. & July.	New York.	'88-'92		New 20 years (S. F.) Bonds	1,000,000	6	"	"	1883	
1st Mortgage	2,000,000	7	Feb. & Aug.	"	1883		Convertible Bonds	781,000	7	Feb. & Aug.	"	1876	136
Lebanon Branch 1st Mortgage	400,000	7			var.		New York and Erie:						
Memphis Branch 1st Mortgage	300,000	7			var.		1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	109
McMinnville and Manchester:							2d Mortgage	4,000,000	7	March & Sept.	"	1879	114½
State (Tenn.)	872,000	6					3d Mortgage	6,000,000	7	"	"	1883	111½
Mortgage	24,000	7					4th Mortgage	5,100,000	7	April & Oct.	"	1890	109
Mortgage	10,000	6					5th Mortgage	1,791,500	7	June & Dec.	"	1888	106
Marietta and Cincinnati:							Buffalo Branch	200,000	7	Jan. & July.	"	1891	
1st Mortgage Bonds	185,869	7	Feb. & Aug.	New York.	1891	99	New York and Harlem:						
1st Mortgage Sterling	87,818	7	"	"	1891		1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	108½
Memphis and Charleston:							2d Mortgage	1,000,000	7	Feb. & Aug.	"	1894	100½
State (Tenn.) Loan	1,100,000	6			1880		3d Mortgage	980,500	7	Jan. & July.	"	1897	99
1st Mortgage	1,500,000	7					New York and New Haven:						
Memphis, Clarksv. and Louisv.:							Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1890	107½
State (Tenn.) Loan	910,000	6					Mortgage Bonds Coupon	1,068,000	6	April & Oct.	"	1875	

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AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
N. York, Providence and Boston:							Racine and Mississippi:						
1st Mortgage	\$232,000	6	Feb. & Aug.	New York.	73-75		1st Mortgage (Eastern Division)	\$680,000	8		New York.	1875	35
North Carolina:							1st Mortgage (Western Division)	757,000	8		" "	1875	
State Loan	3,000,000	6					Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000				1882	
1st Mortgage	700,000						Richmond and Danville:						
2d Mortgage	224,500						State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Northern Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	1886		Mortgage (Coupon)	250,000	7	Feb. & Aug.	" "	1880	
Md. State Loan (Irredeemable)	1,500,000	6		"	1870		Richmond, Fred. & Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1871		Sterling (£267,000)	324,000	6			1880	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Richmond and Petersburg:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6		"	1877		Coupon	159,000				1875	
N. C. Contract, 2d Mort.	300,000	6	Jan. Ap. Ju. Oc.	"	1875		Rutland and Burlington:						
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1886	101	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1883	61
Northern (Ogdensburg):							2d Mortgage	937,500	7	"	"	1883	18
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	101 1/2	3d Mortgage	440,000	7	"	"	1883	3
2d Mortgage	3,077,000	7 1/2	"	"	1861	22 1/2	Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	72-87	90	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
North Pennsylvania:							3d Mortgage						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	93 1/2	Sandusky, Dayton and Cincinnati:						
Chattel Mortgage	860,000	10	"	"	1887	120	1st Mortgage	997,000	7			1886	
Northern (N. H.):							2d Mortgage	1,000,000	7			1875	
Bonds due 1864 and 1874	230,700	6	April & Oct.	Boston.	64-74	104	3d Mortgage	422,324	6			1875	
Norwich and Worcester:							Six per cent						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		Sandusky, Mansfield and N'wark:						
Bonds for Dividend Scrip.	100,000	7	"	New York.	64-74		1st Mortgage	1,290,000	7	Jan. & July.	New York.	1886	30
Steamboat Bonds	200,000	7	Feb. & Aug.	"	63-70		Saratoga and Whitehall:						
Ohio and Mississippi (O. and Ind.):							1st Mortgage (R. and W. Br.)	250,000	7 1/2	April & Oct.	New York.	1888	
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872		100,000	7 1/2	March & Sept.	"	1886		
2d Mortgage	258,000	7	April & Oct.	"	1880		Seaboard and Roanoke:						
Construction	4,242,000	7	March & Sept.	"	1876	17	1st Mortgage	300,000	7			1880	
Income	3,320,000	7	May & Nov.	"	1881		2d Mortgage	75,000	7			1870	
Orange and Alexandria:							Dividend Bonds	129,083	7			1873	
1st Mortgage	400,000	6	May & Nov.	New York.	1886		South Carolina:						
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		State Loan	187,000	6			1888	
2d Extension	600,000	8	May & Nov.	"	1873		Sterling	183,333	6			1883	
Pacific (Mo.):							Sterling	2,000,000	6		London.	1886	
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	90	Southern Mississippi:						
State Loan (S. W. Branch)	1,268,000	6	"	"	87-89		1st Mortgage	500,000					
Construction	3,235,000	7	"	"	"	55	South-Western (Ga.):						
Panama:							1st Mortgage	631,000				1875	
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100	*Springfield, Mt. Vern. and Pittsb.:						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		1st Mortgage	500,000					
Pennsylvania:							2d Mortgage	450,000					
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	107 1/2	*Staubenv. and Ind. (P. C. and C.):						
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106 1/2	1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage Sterling	2,126,400	6	"	London.	1875		2d Mortgage	900,000	7	"	"	1886	
State Works Bonds	7,000,000	6	Jan. & July.	Harrisburg.	1894	105 1/2	St. Louis and Iron Mountain:						
Penobscot and Kennebec:							State (Mo.) Aid	3,501,000	6		New York.		90
Bangor City 1st Mort. (Coupon)	780,000	6	April & Oct.	Boston.	74-75		St. Louis City Subscription	500,000					
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1871		St. Louis County Subscription	1,000,000					
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871		Sunbury and Erie:						
Peoria and Oquawka:							1st Mort. (Sunbury to W'map't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
1st Mort. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1882		Mortgage (half to State)	7,000,000	6	Jan. & July.	"	76-78	
1st Mort. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		Syracuse, Binghamton and N. Y.:						
Petersburg and Lynchburg (S. Side):							1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
State (Va.) Loan (S. F.)	800,000	7					St. Louis, Alton & Terre Haute:						
1st Mortgage (1859-70-75)	365,000	6				var.	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
2d Mortgage (1862-70-72)	378,000	6				var.	" (series B)	1,100,000	7	April & Oct.	"	1894	
Special Mortgage (1865-68)	175,000	6				var.	2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91 1/2
Last Mortgage (1861 to 1869)	133,500	8				var.	" " (series D)	1,400,000	7	May & Nov.	"	1894	
Phila. Germant'n and Norrist'n:							" " Income (series E)	1,700,000	7	"	"	1894	81
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	105	Tennessee and Alabama:						
Convertible Loan	292,500	6	"	"	1885	119	State (Tenn.) Loan	814,000					
Philadelphia and Reading:							Terre Haute and Richmond:						
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		1st Mortgage (convertible)	171,000	7	March & Sept.	New York.	1886	
" 1836	192,000	5	"	"	1880	103	Toledo and Wabash:						
" 1849	3,084,800	6	April & Oct.	"	1870	105	1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1885	103
" 1861	273,000	6	Jan. & July.	"	1871	109	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1886	
" 1843	1,531,200	6	"	"	1880	109	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1873	86
" 1844 (convertible)	863,000	6	"	"	1880	122	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
" 1848	124,000	6	"	"	1880	110 1/2	Interest Bonds	245,700	7				90
" 1849	83,000	6	"	"	1880	110	Vermont Central:						
" 1857	3,417,000	6	"	"	1886	112 1/2	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81 1/2
" 1856	1,470,000	7	"	"	1886	126 1/2	2d Mortgage Coupon	1,136,000	7	Jan. & July.	"	1887	17 1/2
Phila. Wilmington and Baltimore:							Virginia Central:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	131	Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Improvement	88,500	6	May & Nov.	Boston.	1863		Mortgage (coupons)	198,000	6	"	Richm'd &	1872	
Pittsburg and Connellsville.							Mortgage (coupons)	926,000	6	"	New York.	1884	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889		Virginia and Tennessee:						
Pittsb'g, Ft. Wayne and Chicago:							State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108	1st Mortgage	500,000	6	"	New York.	1884	80
" (series B)	875,000	7	Feb. & Aug.	"	1912	"	2d or Enlarged Mortgage	1,000,000	6	"	"	1884	20
" (series C)	875,000	7	Mar. & Sept.	"	1912	"	Balt Works Br. Mort. due '52-'61	203,000	6	"	Lynchburg.	var.	
" (series D)	875,000	7	April & Oct.	"	1912	"	Warren (N. J.):						
" (series E)	875,000	7	May & Nov.	"	1912	"	1st Mortgage	569,500	7	Feb. & Aug.	New York.	1875	
" (series F)	875,000	7	Jun. & Dec.	"	1912	"	Warwick Valley, N. Y.:						
2d " (series G)	860,000	7	Jan. & July.	"	1912	105	1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
" (series H)	860,000	7	Feb. & Aug.	"	1912	"	2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
" (series I)	860,000	7	Mar. & Sept.	"	1912	"	Watertown and Rome:						
" (series J)	860,000	7	April & Oct.	"	1912	"	Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
" (series K)	860,000	7	May & Nov.	"	1912	"	Western (Mass.):						
" (series L)	860,000	7	June & Dec.	"	1912	"	Sterling (£899,900)	4,319,520	5	April & Oct.	London.	68-71	
3d " (series M)	2,000,000	7	April	"	1912	87 1/2	Dollar Bonds	850,000	6	"	Boston.	66-76	105
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876		Albany City Bonds	1,000,000	6	Jan. & July.	"	66-76	
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865		Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
" " "	39,420	8	May & Nov.	"	1865		Elmira and Williamsport:						
Pittsburg and Steubenville:							1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	108 1/2
Mortgage	800,000	7	Feb. & Aug.	New York.	1886		Wilmington and Manchester:						
Potomac and Watertown:							1st Mortgage	596,000	7	May & Nov.	New York.	1886	66 1/2
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-74		2d Mortgage	200,000	7	"	"	1872	
Quincy and Chicago:							Wilmington and Weldon:						
1st Mortgage	1,200,000				1873		Mortgage, payable in England	443,555	6	Jan. & July.	London.	1868	
							Sterling, issued in 1853	144,500	6			1868	
							Company's, endorsed by State	150,000	6			1875	

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.			
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.		
ALABAMA.																						
30 Jun. '00	65.0			50.6			Alabama and Florida	1,451,386			577,963	508,500	105,256	1,515,704	54.0			101,102	37,866			
28 Feb. '01	30.3			58.1	2	2	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,932	518,995	80.3			65,791	31,862			
31 May '00	109.6			67.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,028	108.6			207,626	111,232			
30 Jun. '00	67.0			171.3			Mobile and Girard	1,600,000							57.0	236,791		76,778	21,006			
1 Apr. '01				67.2	1	2	Mobile and Great Northern	590,216			600,431			600,431								
1 May '01	409.3	13.5		49.4	40	28	Mobile and Ohio	12,000,000										1,402,858	695,370			
29 Feb. '00	88.5	28.4			28	14	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,508	116.9			605,156	260,269	6		
1 May '01							North East and South West															
ARKANSAS.																						
				301.4			Cairo and Fulton															
20 Nov. '05	38.5			107.5			Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949								
CALIFORNIA.																						
30 Dec. '00	22.5						Sacramento Valley	1,493,850	*		793,850	700,000		1,493,850				230,251	104,594			
CONNECTICUT.																						
1 Feb. '03	23.8			8.2	4	5	Danbury and Norwalk	344,475	66,453		307,010	100,000		418,825	23.8	47,501		61,546	36,019	5		
30 Sep. '02	122.4			15.0	75.1	16	241	Hartford, Provid. and Fishkill	3,902,386	302,511	1,936,740	2,037,500		4,443,854	123.4	229,088		801,402	126,918			
31 Aug. '03	61.4	1.6		64.9	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,850,000	927,000	211,674	4,451,255	75.0	404,297		958,459	506,153	17	142
31 Dec. '02	74.0			8.5	11	17	256	Housatonic (preferred)	2,439,776			2,000,000	240,000	61,872	2,623,226	124.0			234,485	70,187	4	
31 Dec. '02	67.0			1.3	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,890	358,050	26,924	1,694,967	62.0			200,420	97,700	6	
31 Dec. '02	62.0			2.6	6	12	29	N. Haven, N. London and Ston.	1,454,040			738,558	760,000	156,429	1,644,967	62.0	127,590		135,072		117	
31 Dec. '02	75.9	8.8	7.2	3	3	8		New Haven and Northampton	1,774,455	35,023		1,010,000	650,000		1,612,475	operated by	N. Y.		& N. H.	4		
31 Dec. '02	66.0			5.9	7	7	91	New London Northern	677,552			602,162	75,222		696,827	66.0	156,905		151,731	38,766	5	90
31 Mar. '03	61.3	1.0	63.8	28	74	407		New York and New Haven	4,643,832	712,493		3,000,000	2,000,000		6,754,362	117.4	518,510		1,036,437	454,096	12	121
30 Nov. '02	69.4	7.0	8.6	16	17	313		Norwich and Worcester	2,403,983	149,711	214,100	2,122,600	799,300		3,064,867	66.4	294,173		353,064	158,927	83	
DELAWARE.																						
31 Oct. '00	84.3		10.7				Delaware	1,552,257			406,182	870,000	271,877	1,607,684	84.3	136,631		138,970	41,466			
31 Oct. '02	16.2						Newcastle and Frenchtown	704,860		18,536	744,520		5,024	749,544	5.0			27,233	10,290	9		
FLORIDA.																						
	'02	154.2		150			Florida															
30 Apr. '00	82.0		3.0	13.0	3	1	6	Florida and Alabama	532,791	30,586		191,456	195,000	75,894	619,112	82.0			7,867	3,585		
	'02	59.9		5.0				Fla. Atlantic and Gulf Central														
	'02	100.0	8.9	10.0	153.5			Pensacola and Georgia								29.4						
GEORGIA.																						
30 Jun. '00	56.7				16	7	124	Atlanta and West Point	1,192,339	*		1,250,000	128,000		1,507,338	56.7			418,036	205,827	8	125
	'02	92.6		8.7	70.9			Atlantic and Gulf—M. Trunk								30.0						
31 Dec. '00	63.0							Augusta and Savannah	1,032,200			733,700	129,500		1,163,200	63.0			168,988	95,612		
30 Apr. '00	43.5				23.7			Brunswick and Florida	755,000			4,366,800			6,590,173	229.0	879,468		1,715,025	764,574	10	
30 Nov. '00	191.0				53	62	697	Central of Georgia (and Bank)	4,156,000		1,003,850	4,156,000	312,500		8,123,343	232.0		1,159,188	528,048	8	100	
31 Mar. '00	171.0	61.0			19	16		Georgia (and Bank)	1,500,000			1,500,000		12,296	1,658,976	102.5	226,241		404,618	212,676	19	72
30 Nov. '00	102.5				7	2	171	Macon and Western	774,244	162,534		669,950	248,000		1,026,898	50.0			202,714	110,516	8	
1 July '00	50.0				8	4	107	Muscogee	1,386,634	62,374		1,275,901	10,200	118,621	1,475,140	71.6						
1 May '00	68.1				18	22	35	Savannah, Albany and Gulf	3,770,425	*		2,921,900	396,500	19,913	3,822,913	228.8			389,555	13		
31 July '00	106.1	100.8	16.2		62	24	705	Western and Atlantic	5,901,497	*		built and own'd by State.				158.0			832,345	454,541		
30 Sep. '00	138.0																					
ILLINOIS.																						
31 Dec. '02	220.0				35	38	712	Chicago and Alton	8,117,539			4,244,222	4,100,000	157,877	8,721,067	251.0		976,351	1,225,001	457,794		
30 Apr. '03	138.0		26.0		73	46	1,249	Chic. Burlington and Quincy	6,444,452	1,490,361	4,338,510	5,788,640	6,102,594		13,179,500	263.0	1,305,146		2,412,821	1,206,089	8	118
31 Dec. '00	45.0				6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,866	188,035	2,050,065	45.0	14 mo.		243,282	135,284		70
1 Apr. '03	242.0				29.0	36	23	705	Chicago and Northwestern	12,325,839	510,983	3,731,316	8,335,000	229,641	13,147,136	242.0			1,083,064	448,503		
31 Mar. '03	181.8				61	57	960	Chicago and Rock Island	7,069,728			5,693,000	1,467,000		7,745,099	228.4	1,080,884		1,629,141	513,100	6	129
10 Nov. '02	33.2							Chicago River Valley	580,000			580,000			580,000	84.0						
31 Dec. '02	140.0	80.4	74.5		69	66	1,369	Galena and Chicago Union	3,108,705	131,917	248,560	6,028,400	3,335,000		10,551,145	341.7	1,420,841		1,777,541	834,005	6	106
31 May '03	174.5	5.5	14.3		21	22	504	Great Western	4,089,561	*		1,648,561	2,350,000		4,214,342	180.0			742,097	377,476		
31 Dec. '02	464.8	252.6			112	94	2,355	Illinois Central	27,875,671	*		16,824,390	15,090,500		36,971,630	708.3	2,561,192		3,446,827	1,870,723	4	116
				81.5				Illinois River														
	148.0							Ohio and Mississippi	4,870,686	*		1,780,295	3,292,403			148.0						
	46.6							Peoria and Bureau Valley					600,000			oper by Chic.		& R. Is.		125,000		
	'02	186.0		129.0				Peoria and Hannibal														
	'02	186.0						Peoria and Oquawka	5,400,000	*		1,569,889	2,200,000			186.0						
31 Dec. '02	100.0							Quincy and Chicago	1,973,555			800,000	1,200,000		2,000,000	100.0	oper by Chic.		Bur. & R. Is.		Quincy.	
	1.0							Rock Island Bridge								oper by Chic.						
31 Dec. '02	189.0	14	12.2		31	30	424	St. Louis, Alton & Terre Haute	10,400,000			3,700,000	6,700,000		10,400,000	203.0			1,117,693	568,020		
INDIANA.																						
								Cincinnati and Chicago	2,080,433	*		1,106,679	1,006,125			108.0						
	108.0							Cincinnati, Peru and Chicago								29.0						
31 Aug. '07	109.0				73.0			Evansville and Crawfordsville	2,233,413		2,750	986,061	1,219,100		2,283,748	109.0			249,867	119,342		
31 Dec. '02	72.4				19	17	296	Indiana Central	1,067,039	274,081	26,641	1,011,050	1,254,500	15,900	2,102,761	109.0			442,898	168,541		
31 Dec. '00	89.8	20.2			23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,699,900	1,897,284	140,689	3,455,108	110.0			455,006	230,834	9	
31 Dec. '02	84.0							Ind., Pittsburg and Cleveland	1,879,830		10,000	835,971	991,400		2,193,839	84.0			448,079	247,338		
31 Dec. '02	78.0				15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000		2,175,233	108.0	312,859		527,968	268,166		
	'00	64.0						Lafayette and Indianapolis	1,850,000			1,000,000	600,000		2,000,000	64.0						
31 Mar. '03	86.0	46.0	3.0		17	10	263	Indianapolis and Madison	1,433,812	*		772,812	661,512		1,538,763	132.0			285,974	104,951		
	'00	288.0						Louisv., N. Albany & Chicago	6,000,000	*		2,800,000	3,000,000	2,000,000	6,000,000	288.0			645,827	371,402		
	74.0							Peru and Indianapolis	2,000,000	*		1,100,000	820,000	80,000	2,000,000	74.0						
30 Nov. '02	73.0				18	17	298	Terre Haute and Richmond	1,811,450	215,232		1,440,450	171,000		2,238,522	73.0			563,314	361,273	12	12
IOWA.																						
1 Jun. '08	75.5			201.5				Burlington and Missouri	1,514,257	*		762,733	605,000	9								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
	Main Line.				Car.				Property and Assets.					Liabilities.					Gross.	Net.	Dividends.	Price of shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
	M.	M.	M.	M.	No.	No.	No.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending,	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Gross.	Net.	Dividends.				
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.					Mileage run by locomotives with trains.		
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.	\$		
NEW YORK.																							
30 Sep. '02	2.0			137.0	1	10	Albany and Susquehanna	1,044,914	6,387		891,575	200,000	8,500	1,100,075									
30 Sep. '02	11.5		3.3	21.5			Albany and Vermont	600,000			600,000			600,000	incl.	in Re.	na. & Sarat.						
30 Sep. '02	48.9		2.8		4	60	Atlantic and Great Western	2,250,277	85,207		687,872	1,607,500	25,508	2,320,940	48.9	140,565	224,418	123,089					
30 Sep. '02	14.8		1.6				Bloomsburg and Corning	498,217			250,000	220,000		498,217	oper.	by Tl.	oga.	44,100					
30 Sep. '02	5.4		6.4		28		Broadway (Brooklyn)	164,521	71,515		200,000	27,500	324	236,036	6.4	464,073	52,827	16,281	8				
30 Sep. '02	14.5		9.5		2	69	Brooklyn Central and Jamaica	675,687	119,225		492,050	252,100	62,067	807,217	14.5	808,720	127,848	10,897					
30 Sep. '02	28.3		28.9	1.9	169		Brooklyn City	1,020,370	312,136		1,000,000	170,000	10,000	1,332,566	28.3	2,031,216	491,629	118,390	8	150			
30 Sep. '02	5.3		5.3	15.2	26	22	Brooklyn City and Newtown	287,628			346,000	146,000	8,000	600,000	5.3	278,289	30,944	2,759					
30 Sep. '02	142.0		13.0		28	32	Buffalo, New York and Erie	3,188,461		160,677	850,000	2,426,714	185,547	3,682,882	142.0	609,076	823,426	275,486					
30 Sep. '02	68.3		14.5		29	34	Buffalo and State Line	2,277,338	508,576	149,000	1,977,950	949,000		2,926,950	68.3	437,522	1,307,921	636,570	11	201			
30 Sep. '02	10.5	0.3	4.5		32		Coney Island and Brooklyn	501,384			493,800	7,000	2,717	603,517	10.5	132,086	21,457						
30 Sep. '02	6.3		6.3	2.7	32		Eight Avenue (New York)	874,128	64,237		800,000		25,000	898,365	6.3	2,458,019	869,985	121,535	12	69			
30 Sep. '02	46.8		2.9				Elmira, Jefferson & Canand.	500,000			500,000			500,000	incl. in Erie.		30,000						
30 Sep. '02	446.0	19.0	290.0		226	101	Erie	39,985,292			19,978,200	19,831,500	480,665	40,285,355	446.0	4,582,369	7,988,978	2,993,542					
30 Sep. '02	144.0	4.0	115.1		65	117	Hudson River	10,749,868	1,363,981		3,758,466	9,388,750	298,424	13,420,940	144.0	1,152,545	2,637,529	1,269,954					
30 Sep. '02	96.0	2.6	11.4		14	37	Long Island	2,567,162	361,312		1,852,716	782,462	16,218	2,928,474	96.0	226,611	293,457	109,137	21	85			
30 Sep. '02	297.8	255.0	400.0		239	255	New York Central	27,092,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,569,880	297.8	5,692,223	10,897,631	4,084,969	7	131			
30 Sep. '02	130.7	2.1	29.0		32	77	New York and Harlem	9,385,740	650,804		6,717,100	5,996,061	69,136	11,781,297	130.7	507,973	1,154,008	486,698					
30 Sep. '02	93.6	1.64	6.9				Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	incl. in N.Y.	Central.	60,000						
30 Sep. '02	5.0		5.0	8.0	42		Ninth Avenue (New York)	851,174	24,600		795,300	22,000		875,774	5.0	779,880	89,498	19,429					
30 Sep. '02	118.0	3.8	17.8		28	14	Northern (Ogdensburg)	4,091,455	728,524		4,571,900	1,494,900		6,066,800	118.0	341,704	492,433	176,753					
30 Sep. '02	36.9		2.2		6	10	Oswego and Syracuse	698,935	116,626		396,340	208,500	16,375	816,161	36.9	75,623	140,684	77,550					
30 Sep. '02	25.2		2.0		7	11	Rensselaer and Saratoga	742,980	167,048		610,000	244,750		900,028	27.2	276,276	66,945	7					
30 Sep. '02	172.1	17.5	15.4		22	17	Rome, Water'n & Ogdensburg	3,092,378	368,306		1,499,100	1,923,000	64,292	3,486,392	172.1	309,922	458,512	230,219	6	96			
30 Sep. '02	21.0		1.6				Saratoga and Schenectady	480,684			300,000	65,000		480,684	incl. in Ren. & Sar.		37,010						
30 Sep. '02	40.9	6.6	3.9		8	11	Saratoga and Whitehall	824,622	77,558		500,000	376,000	6,337	882,337	51.3	111,280	146,227	62,258					
30 Sep. '02	8.0		8.0			61	Second Avenue (New York)	966,616	136,567		650,000	450,000	42,500	1,142,500	8.0	243,066	61,499	88					
30 Sep. '02	4.0		4.4			89	Sixth Avenue (New York)	877,694	209,623		750,000	25,000		1,089,317	4.0	1,891,960	368,033	88,235	10	186			
30 Sep. '02	13.0		0.4		2	6	Staten Island	267,106	36,443		63,102	198,687	70,919	327,708	13.0	50,277	37,010						
30 Sep. '02	81.0		7.6		12	12	Syracuse, Binghamton & N.Y.	2,863,540	2,654		1,200,130	1,640,767	103,570	2,944,457	81.0	229,424	280,871	172,757					
30 Sep. '02	8.0		8.5		112		Third Avenue (New York)	1,652,708	104,321		1,170,000	400,000		1,757,029	8.0	2,000,000	680,736	62,978	12	240			
30 Sep. '02	34.9		3.7		10	9	Troy and Boston	1,371,576	198,987		606,911	808,500	271,097	1,886,508	34.9	247,898	271,158	134,958					
30 Sep. '02	18.5		2.7				Troy and Rutland	762,601			325,000	180,000		462,500	oper. by	Vt. Co.							
30 Sep. '02	2.1		2.1				Troy Union	762,601			30,000	680,000		762,601	oper. by	the 4 Comp's							
30 Sep. '02	34.9		2.6	51.4	4	6	Utica and Black River	862,089			811,500			862,089	34.9	61,344	71,899	6,387					
NORTH CAROLINA.																							
31 May, '00	94.9		6.4				Atlantic and North Carolina	2,157,508			1,545,226	400,000	276,372	2,419,401	94.9		108,963	36,572					
— '98	223.0						North Carolina	4,235,000			4,000,000			4,000,000		223.0							
— '99	97.0						Raleigh and Gaston	1,240,241			975,300	126,200		1,121,500		97.0		206,917	108,541				
30 Sep. '00	181.5	16.0			23	18	Wilmington and Manchester	2,632,737		282,900	1,130,470	1,045,000	51,300	2,934,500	181.5	469,458	219,888						
30 Sep. '00	161.9				24	32	Wilmington and Weldon	2,569,223		107,000	1,240,218	791,065	102,391	3,114,954	161.9	323,069	477,554	235,201	8				
15 Mar. '00	81.0	3.0		192.5			Western North Carolina	2,000,000		4,700	290,212		70,800	364,072									
OHIO.																							
31 Dec. '02	118.2				17	12	Atlantic and Great Western	613,231			886,939		77,294										
1 Aug. '01	137.0				41	39	Bellefontaine and Indiana	3,030,584			11,000	1,859,818	1,169,000	2,126	3,996,255	118.2		541,150	234,320				
31 Mar. '03	60.3				22	28	Central Ohio	5,579,508	922,670		106,133	2,638,356	2,678,000	1,126,458	6,810,432	60.3		699,716	280,651				
31 Dec. '00	80.0						Cinc., Hamilton and Dayton	2,983,788	481,083		91,947	2,156,800	1,384,000		3,988,163	80.0		877,040	464,415	10	120		
1 May, '00	181.8				16	12	Cinc. and Indianapolis June	6,250,841			2,441,176	3,032,000	228,973	3,200,000		131.8	304,168	190,745	19,180				
31 Dec. '02	138.4	55.8			39	32	Cinc., Wilmington and Zanesv.	4,230,777	728,116	74,010	5,000,000	510,000		6,454,130	138.4	928,628	1,724,917	1,033,637	20	176			
31 Dec. '02	67.0				13	6	Cleveland, Columbus and Cinc.	2,655,162	298,789	23,340	1,036,095	1,752,400	128,867	2,917,322	67.0	248,387	375,209	228,661	45				
1 Dec. '02	95.6				31	34	Cleveland and Mahoning	3,462,148	690,244		3,300,000	1,500,000		4,800,000		96.7	484,297	1,561,628	975,928	334	186		
30 Nov. '01	102.5	12.5	29.5		45	40	Clev., Painesville & Ashtabula	7,830,094			3,832,712	4,324,605	94,329	8,251,646	102.5	208,616	1,436,317	562,900					
31 May '03	108.2	79.4			42	40	Cleveland and Pittsburgh	6,700,495	530,727	55,025	5,626,800	5,667,595		7,810,868	108.2	603,371	1,361,537	747,662					
31 Dec. '02	61.4				58	6	Cleveland and Toledo	1,674,693	</														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Line.	2nd Trunk and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.							
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.			
PENNSYLVANIA, (Continued.)																							
31 Oct. '62	28.2		1.9		87	110	630	Philadelphia and Trenton	552,422	51,460		999,200	250,000		1,249,200	28.2	102,364	432,351	223,844	8			
31 Oct. '62	28.9		34.8		121	61	1312	Phila., Wilmington and Balt.	6,979,924	744,425	311,129	5,620,500	2,579,000		9,508,400	200.5	582,015	2,250,622	1,080,995	9			
31 Oct. '62	29.5		6.4		10	14	63	Pittsburg and Connelleville	2,036,181	109,202		1,768,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	60,370	8			
31 Dec. '62	29.5		60.7		121	61	1312	Pittsburg, Ft. Wayne & Chicago	17,736,358			5,709,562	12,935,173	312,399	19,451,676	468.3	2,694,467	3,745,311	1,802,395	86			
31 Oct. '62	54.0		1.1		7	4	66	Schuylkill and Susquehanna	1,197,774			1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	5			
31 Oct. '62	9.3		15.0					Schuylkill Valley	576,050			576,050			576,050						5		
31 Oct. '62	28.0		6.2		5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	5,659	1,297,256		57,923	159,534	99,000	39			
31 Oct. '62	29.6		2.6		4	4	101	Tioga	719,914	77,999		97,550	306,500	65,826	797,913	29.6	81,934	134,788	97,862	9			
31 Dec. '62	26.4		8.0		6	11	23	Westchester and Philadelphia	1,887,074			683,431	953,203	8,000	1,644,639	26.4	106,800	141,101	79,544	12			
RHODE ISLAND.																							
31 Aug. '63	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000			1,508,000	256,800			62.0	297,700	415,809	199,155	6			
30 Nov. '62	13.6		0.5		4	3	7	Providence, Warren & Bristol	424,943	13,299		4,771	8,500			13.6	23,954	25,594	6,739	55			
SOUTH CAROLINA.																							
31 Dec. '58	13.2	1.5		1824	2		26	Blue Ridge	2,126,539			1,916,515	217,577		2,134,092	13.2							
31 Dec. '58	64.9			47.4	4	3	21	Charlotte and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	61.9							
31 Dec. '58	100.6				13	9	176	Charlotte and South Carolina	1,719,045			1,201,000	384,000		1,099,536	109.6		283,263	151,536	6			
31 Dec. '58	40.3							Charlottesville and Darlington	600,000			400,000	200,000		400,000	49.3							
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	245,540	2,919,554	164.5		341,190	125,871				
31 Aug. '58	22.5							Kings Mountain	196,230			200,000			200,000	22.5					5		
31 July '58	32.0							Laurens	543,403			400,000	106,218		575,729	32.0		27,568	8,527				
28 Feb. '59	102.0							North-Eastern	2,011,662			985,743	980,410	108,172	2,057,325	102.0		220,014	96,145				
31 Dec. '58	136.0	105.0			62	59	790	South Carolina					2,643,883				1,499,636	701,943		7			
31 July '58	25.1			41.9				Spartanburg and Union								25.1							
TENNESSEE.																							
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187				
1859				17.0			14	Edgefield and Kentucky	857,947			333,204	612,000	60,900	30.0		29,845	9,359	7,486				
1859	30.0		1.3		12	10	171	East Tennessee and Georgia	3,637,367		250,000	1,289,673	2,020,000	200,000	140.0			318,718	187,466				
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	166,264		536,654	1,902,000	390,407	183.3		150,142	297,806	149,167				
1860	271.6	18.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,668,000	260,112	7,027,797	291.0		1,325,096	873,597				
1860	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000									
1860	100.0		30.6	55.8				Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000										
1859	59.0		40.1	7	5	119		Mississippi and Tennessee	1,137,400			798,285	554,949	519,518		59.4	69,870	177,256	60,029				
1859	47.4		2.3	4	5	45		Mississippi Central and Tenn.	892,710	82,908		817,447	632,500	22,369		47.4	54,178	83,129	44,666				
1859	84.2		7.0		12	2	81	McMinnville and Manchester	683,507	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892				
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882			2,056,544	1,731,000		159.0		734,118	337,384		6			
1859								Nashville and Northwestern															
1860	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,953	87,243				
1860	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248					
TEXAS, (all aided by State.)																							
31 Dec. '58	32.0			158.0				Buffalo Bayou, Braz. & Col'r do								32.0							
31 Dec. '58	56.0			184.0				Galveston, Houston & Henderson								56.0							
31 Dec. '58	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275,000	240,000	171,569		50.0		31,200	32,670				
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345			455,000	975,000	369,000		70.0	102,200	332,846	106,568				
31 Dec. '59	25.0			110.0				San Antonio & Mexican Gulf								25.0							
31 Dec. '58	23.0			766.3				Southern Pacific								23.0							
VERMONT.																							
31 Aug. '63	110.3		6.6		8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647		1,280,400	800,000			90.7	99,639	208,867		80			
31 Aug. '62	119.6		14.0		20	18	548	Rutland and Burlington	3,989,708	556,275		2,233,876	3,183,085	668,019	6,379,434	119.6	394,393	322,928	61,280				
31 Aug. '62	62.5		4.0		12	9	193	Rutland and Washington	950,000	231,683		1,097,000				62.5	138,299	140,886	24,579				
31 May '62	117.0	2.0	24.0		41	39	889	Vermont Central	8,402,055			5,000,000	3,500,000	1,500,000		117.0	679,877	713,418	191,466				
30 Jun. '62	47.9	8.5	4.1					Vermont and Canada	1,678,500			1,378,500			1,378,500		oper. by Vt. Central				4		
30 Jan. '62	23.7		0.9		3	6	39	Vermont Valley	1,212,274	89,612		616,164	793,200	110,145		23.7	63,041	45,273	7,187				
30 Jun. '62	69.0	5.5	8.6					Western Vermont	1,083,500			332,000	700,000			oper. r.b. Troy & Bost.							
VIRGINIA.																							
1 Aug. '56	41.3			122.1				Alex., Loudoun & Hampshire	1,492,104	42,000		1,403,018	36,188	88,131	1,654,194								
30 Sep. '59	77.8	8.9	3.8	106.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,034	136,302	43,062				
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,878	122,156		1,600,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382				
30 Sep. '59	103.5							Northwestern Virginia	5,322,150			468,605	5,719,229		103.5	945,427	248,004	loss					
30 Sep. '59	88.3	68.4	10.0		16	16	175	Orange and Alexandria				2,063,655	2,617,500	590,056		167.7	270,846	450,427	222,214				
30 Sep. '59	123.9	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,551,500	292,842	4,745,256	183.4		410,166	201,344				
30 Sep. '59	59.2	21.3			14	17	321	Petersburg and Roanoke	1,223,526			883,200	102,500	6,799	1,486,527	80.6		326,554	213,852		74		
30 Sep. '59	140.8	2.7	12.0		25	30	416	Richmond and Danville	3,726,037			1,981,197											

New York Stock Exchange.

Actual Sale Prices for the week ending January 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
American Coal Co. 94	94	94	94	94	94	94
Buffalo, N. Y. & E. 1M.103	103	103	103	103	103	103
California 7s	34	34	34	34	34	34
Canton Co.	34	34	34	34	34	34
Central Am. Trans.	86	86	86	86	86	86
Chicago & Alton	95	95	95	95	95	95
" " pref.	95	95	95	95	95	95
" " 1M.	102	102	102	102	102	102
" " Inc. b'ds.	118	118	118	118	118	118
Chicago, Burl. & Q.	47	47	47	47	47	47
" " 8 p.c.	48	48	48	48	48	48
Chic. & Northwest	92	92	92	92	92	92
" " pref.	92	92	92	92	92	92
" " 1st M.	93	93	93	93	93	93
" " 2d M.	74	74	74	74	74	74
" " S. F.	98	98	98	98	98	98
" " A. B.	98	98	98	98	98	98
" " I. B.	98	98	98	98	98	98
Chicago & Rock Isl.	123	123	123	123	123	123
" " 1st M. 70.	123	123	123	123	123	123
Olev. Col. and Cin.	108	108	108	108	108	108
Olev. & Pittsburg	108	108	108	108	108	108
" " 1 M.	108	108	108	108	108	108
" " 2 M.	108	108	108	108	108	108
" " 3 M.	108	108	108	108	108	108
" " 4 M.	108	108	108	108	108	108
Olev. and Toledo	121	121	121	121	121	121
" " S. F. 7 p.c.	48	48	48	48	48	48
Cumberland Coal, pref.	47	47	47	47	47	47
Del. & Hudson Canal	177	177	177	177	177	177
Del. & West.	108	108	108	108	108	108
" " 1M. 8 p.c. 71-6.	108	108	108	108	108	108
" " 2M. 8 p.c. 81	108	108	108	108	108	108
Erie	108	108	108	108	108	108
" " pref.	108	108	108	108	108	108
" " 1 M. 7 p.c. 67.	108	108	108	108	108	108
" " 2 M. 7 p.c. 79.	108	108	108	108	108	108
" " 3 M. 7 p.c. 83.	111	111	111	111	111	111
" " 4 M. 7 p.c. 89.	109	109	109	109	109	109
" " 5 M. 7 p.c. 89.	107	107	107	107	107	107
Galena and Chicago	106	106	106	106	106	106
" " 1M. 7 p.c. 78.	106	106	106	106	106	106
" " 2M. 7 p.c. 78.	106	106	106	106	106	106
" " 1M. 8 p.c. 82.	106	106	106	106	106	106
Hann. & St. Jo.	45	45	45	45	45	45
" " bonds.	88	88	88	88	88	88
Hudson River	123	123	123	123	123	123
" " scrip.	132	132	132	132	132	132
" " 1M. 7 p.c. 69.	110	110	110	110	110	110
" " 2M. S. F.	110	110	110	110	110	110
" " 3M. 7 p.c. 76.	110	110	110	110	110	110
" " conv. bonds 104	110	110	110	110	110	110
Illinois Central scrip.	117	117	117	117	117	117
" " full stock.	117	117	117	117	117	117
" " Can. b'ds.	107	107	107	107	107	107
" " bonds.	119	119	119	119	119	119
Marietta & Cin. 1st pref.	34	34	34	34	34	34
" " 2d	34	34	34	34	34	34
Marietta Mining Co.	34	34	34	34	34	34
Michigan Central	120	120	120	120	120	120
" " S. F. 8 p.c. 82.	120	120	120	120	120	120
" " conv. 8 p.c. 80.	87	87	87	87	87	87
M. S. and N. I.	89	89	89	89	89	89
" " guar'd. 135	135	135	135	135	135	135
" " 1M. S. F. 108	108	108	108	108	108	108
" " 2 M.	59	59	59	59	59	59
Mil. and P. du Chien.	59	59	59	59	59	59
" " 1st pref.	59	59	59	59	59	59
" " 2d pref.	59	59	59	59	59	59
" " 1st M.	59	59	59	59	59	59
Minnesota Mining Co.	38	38	38	38	38	38
Miss. & Mo.	66	66	66	66	66	66
" " L. G. bonds.	66	66	66	66	66	66
Missouri 6s	66	66	66	66	66	66
" " iss. to H. & St. J. R.	66	66	66	66	66	66
N. J. Central 1st M.	132	132	132	132	132	132
" " 2d M.	132	132	132	132	132	132
New York Central	133	133	133	133	133	133
" " 7s, 1864.	100	100	100	100	100	100
" " 7s, S. F. 76.	105	105	105	105	105	105
" " 7s, conv. 76.	92	92	92	92	92	92
" " 6s, S. F. 83.	92	92	92	92	92	92
" " pref.	112	112	112	112	112	112
" " 1M. 7 p.c. 73.	99	99	99	99	99	99
" " 2M. 7 p.c. 64.	99	99	99	99	99	99
" " 3M. 7 p.c. 67.	99	99	99	99	99	99
Norwich & Worcester	37	37	37	37	37	37
Ohio & Miss. cor.	223	223	223	223	223	223
Pacific Mail S. S. Co.	202	202	202	202	202	202
Panama	160	160	160	160	160	160
Penn'a Coal Co.	113	113	113	113	113	113
Phila. and Reading	86	86	86	86	86	86
Pitts. Ft. W. & Chicago	86	86	86	86	86	86
" " 1M.	86	86	86	86	86	86
" " 2M. 105	87	87	87	87	87	87
" " 3M.	87	87	87	87	87	87
Quicksilver Mining Co.	59	59	59	59	59	59
St. L. Alton & T. H.	63	63	63	63	63	63
" " pref.	63	63	63	63	63	63
" " 1M.	101	101	101	101	101	101
" " 2M. pref. 91	101	101	101	101	101	101
" " Inc. b'ds.	88	88	88	88	88	88
Tennessee 6s, 1890	58	58	58	58	58	58
Toledo & Wabash	54	54	54	54	54	54
" " Pref.	70	70	70	70	70	70
" " 1M.	86	86	86	86	86	86
" " 1M. ex.	86	86	86	86	86	86
" " 2M.	86	86	86	86	86	86
" " Int. b'ds.	48	48	48	48	48	48
Virginia 6s	48	48	48	48	48	48

New York Stock Exchange.

Actual Sale Prices for the week ending January 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
FEDERAL STOCKS:						
U. S. 6s, 1871, reg.	98	98	98	98	98	98
U. S. 6s, 1871, coup.	98	98	98	98	98	98
U. S. 6s, 1874, reg.	100	100	100	100	100	100
U. S. 6s, 1881, coup.	105	105	105	105	105	105
U. S. 6s, 1881, reg.	105	105	105	105	105	105
U. S. 6s, 1881, cou.	105	105	105	105	105	105
U. S. 6s, '81, O. W. L. y.	105	105	105	105	105	105
U. S. 6s, 1881, " 4y. 100	105	105	105	105	105	105
U. S. 6s, 1887, reg.	105	105	105	105	105	105
U. S. 6s, 1887, coup.	105	105	105	105	105	105
U. S. 6s, 1888, reg.	105	105	105	105	105	105
U. S. 6s, 1888, coup.	105	105	105	105	105	105
U. S. 6s, 1 year certif. 98	98	98	98	98	98	98
U. S. 6s, " new	98	98	98	98	98	98
U. S. 6s, 5-20s, coupon 101	101	101	101	101	101	101
U. S. 6s, " reg. 100	101	101	101	101	101	101
7.30 Notes, Feb. & Aug.	105	105	105	105	105	105
" Apl & Oct. 100	105	105	105	105	105	105
American Gold	151	151	151	151	151	151

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending January 5.

	W. 30. Th. 31.	F. 1.	Sat. 2.	M. 4.	Tu. 5.
Beaver Meadow	81				
Catawissa	101	101	101	101	101
" " preferred	31	32	32	32	32
Camden & Amboy	164	164		164	
" " 6s, '87					
" " 6s, '70					
" " 6s, '75-102	102				102
" " 6s, '83					
" " 6s, '89					
Ches. & Del. Canal 6s '86					
Del. Div. Canal					36
Elmira & W'sport					
" " pref.					
" " 7s					
" " 10s					
Harrisburg				59	69
Lehigh Navigation				59	
" " scrip.	49			104	49
Lehigh Valley R. R.				100	
" " scrip.					
" " 6s	100				
Little Schuylkill R. R. 51	51			51	
" " 7s					
Long Island					
" " 6s					
Minehill	62		62	62	
Morris Canal					
" " pref.					
" " 6s '76					
North Pennsylvania	25		26	25	25
" " 6s. 90s	90				
" " 10s					
Pennsylvania R. R.	69	69			69
" " 1st m.			106		107
Penn. State, 5s	100	100			
" " 5s, coupon					
" " 6s	106				
Philadelphia City, 6s	100		100	100	100
" " new 104	104		104	104	104
Philad. Germ. & Nor.					57
Phila. & Reading	56	60	56	56	56
" " 6s, '86					
" " 6s, '70					106
Philadelphia & Erie	32	32	32	32	103
" " 6s					
Philad. & Sunbury, 7s, 106	17				
Schuylkill Navigation	17				
" " pref.	33			31	31
" " 6s '82			87		
" " 6s '76					
" " 6s '72					
Sunbury and Erie, 7s					
Susq. Canal	15	15	16	16	
" " 6s '78					
" " scrip.					
Union Canal, pref.	4				
" " 6s '83	26		27		27
West Br. Canal 6s '78					
Wyoming Valley Canal					
Arch street, (Horse)			30	30	
Chestnut & Wal.					
Green & Coates					
Race and Vine,	20		20	21	32
2d and 3d streets,					
Spruce & Pine,	13				13
Baltimore Stock Exchange.					
<i>Actual Sale Prices for the week ending January 5.</i>					
	W. 30. Th. 31.	F. 1.	Sat. 2.	M. 4.	Tu. 5.
Baltimore City 6s, 1875	108				108
" " 1880					
" " 1870					
" " 1890	108	108	108	108	108
Balt. and Ohio	99	99	99	100	100
" " b'ds, '82					
" " " " '87					
" " " " '76					
" " " " '80					
" " " " '86					
Northern Central	45			44	
" " b'ds, '85-106					

appear from the street, and so many new ones take their place.

Gold has been very steady for the last week, fluctuating between 151 and 152, without gravitating below or rising above these figures, and this notwithstanding the payments of interest by the Government, and the certainty that several millions are to be paid out next month.

The course of trade has been quite equable for months past, and our imports and exports have been large. The country seems to desire the finest and choicest products of the old world, and to be able to pay for them without difficulty. It is useless to attempt to control the tastes or the wants of those who have the means to pay for them, and sumptuary laws may do for the confederates but not for the flourishing North.

Many persons, (and those who as a rule predict evil, are most generally sure of their predictions,) look forward to a general crash when the finale comes in the shape of peace, and the restoration of the Union. And it is very possible it may. Forewarned and forearmed are said to be almost the same thing, and if so we have plenty of time to prepare for the coming shock. This intention is probably seen in the readiness, if not anxiety shown by the possessors of money to invest it in Government stocks, for the nation, with its industry and enterprise, its population, its rivers, canals, lands, and railways will outlast all individualities, and while the world stands they will stand, in the relations and importance they now maintain. Those who incur debts in paper to be paid hereafter in gold, may be losers, if they have not the gold to pay. Merchants with large surplus stocks may suffer, but it is to be hoped the profits that they now are making are large enough to leave a margin to meet the loss when it comes. In short, if our people are as sagacious in this as in other things, we believe they may be able to encounter the financial change, or accommodate themselves to it without serious injury.

This seems to be the prevailing feeling, for every one is driving on to make hay while the sun shines, and to be ready to get it in doors before there is a change of weather. We find accordingly that the railway market sustains itself most buoyantly, and it may be supposed that those who have made largely by its advance, will not feel any coming depression. Those who hereafter lose their margins will be found not to be permanent holders of anything, and they will doubtless bear their reverses with philosophy. There has been the last week quite a general rise in railway shares, and the market has been active as it always is in such cases. The variations in railway shares will be found on reference to our tables.

Governments was also strong. Registered 6s, sold on Tuesday at 104 to 105. Treasury notes 106 to 106½. Certificates found favor at 102 and ¾ for gold, and the leading State stocks were firm and quiet. The National Banks are increasing with great rapidity, and bid fair to obtain all the circulation, from their having a national redemption in the form of payments of taxes and other Government dues except duties. This will keep them at par, or nearly, and must give them an enormous advantage over the local bank issues, which always have been at a discount, if not in discredit, at a distance from their place of issue.

The business of discounting bank notes, so profitable hitherto, will be cut up, and millions of dollars will thereby be saved to the people. This is an immense advantage.

One of the objections made by the old and respectable banks to the new system, is the merging of their time honored names into new ones, where their designation will only be by numbers. This may be easily obviated by stamping the new notes across the face with a few words of description, such as, "late the National Bank," or "for, merly the Bank of North America." This will answer all the purpose of the former appellation, and may carry with it a certain amount of extra confidence to the holder.

We notice a large increase in the capitals of our City Fire Insurance Companies, chiefly in this city, the sum of two millions having been added to the former amounts. This is an indication of an increase of prosperity, in the fact that they are making large dividends, and also of the increase of insurable property, and of prudence on the part of the owners.

Much anxiety is being expressed as to the financial movements of the Treasury Department, and the correlative action of Congress in regard to increased taxation. We have understood and still understand that the Secretary intends to hold to his determination to make his present issues of legal tenders no larger than they are. It is true that from appearances, a larger circulation might be sustained, for the interest of money is still high, and legal tenders are in many places at a premium; but on the other hand the rise in prices in many articles of necessity keeps on, and it is better to be taxed heavily and have our necessities of life cheap, than to escape taxation and be ruined in prices. This certainly is the feeling of all classes but the very rich, to whom in fact the whole subject is a matter of but little moment. It would be presumptuous in us to offer any plan of finance when there is so much ability in the Treasury Department, and as we believe in both houses of Congress.

Nor do we think it necessary to repeat the rumors afloat, as to what decision these parties may come. It will be time enough to express an opinion when our future financial policy is determined by those who are to shape it. We have only to express our perfect conviction, that the Country is able to meet all its engagements, that its present income is equal to its present expenditures, that a large part of the proposed appropriations for the army and navy may be left out by Congress with perfect safety, and that particularly the 140 millions asked for by Mr. Wells may be cut down one half. We do not want a navy of six hundred ships when this war is over. We do not want them now. We believe that many millions of expenditure could also be saved, by a revision of the contracts by which steamboat owners have been acquiring immense fortunes. We trust that the proper committees in Congress will probe all these transactions to the quick. We are willing to expend everything for the cause but nothing for favorites.

We were in error last week when alluding to the first mortgage bonds of two millions to complete the connections of the Chicago and Great Eastern railway, in stating that this sum was to be applied to complete the route from Chicago to Logansport,

110 miles. If we now understand it, it is only necessary to build a link from Chicago to La Cross, Indiana a distance of 62 miles, the balance of the line to Logansport being already in operation. Messrs. Schuchardt & Gebhard, at whose office these valuable securities are offered to the public, will doubtless meet little difficulty in the negotiation for the required sum.

The delivery of fourteen millions five per cent legal tender notes to the Banks having taken place, it is believed they will be in great demand. Every one who has money to pay at a future day, or wishes to accumulate for any particular object will seek these notes, which carry interest, and are nevertheless available at any emergency for immediate use as legal tender. We imagine this policy, touches the right spot with its needle. We believe a very large amount of greenbacks are held and hoarded throughout the Country which will be exchanged for these 5 per cent legal tenders, if they can be got. This will give our circulation a sufficient enlargement for all the wants of the Country without any further direct issue of notes from the Treasury, a policy which Mr. Chase will, if he is wise, persist in.

The balance in Mr. Cisco's vaults on Tuesday last was \$36,992,691 67.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois War Loan, 103; Cincinnati, Hamilton and Dayton 2d mort., 108; Chicago and Alton S. F. Bonds, 100; U. S. 5s, coupon, 1874, endorsed, 97; Brooklyn City Water Loan, 106; Copake Iron Mine, 13; Quartz Hill, Gold, 13; Wyoming Valley Coal Co., 85; Central Coal, 65; North Carolina 6s, 52; Merchants' Bank, 108; Mechanics' Banking Ass., 107; American Exchange Bank, 109; Bank of North America, 105; Continental Bank, 101.

Philadelphia.—Camden and Amboy mort. 6s, 105; Reading 6s, 1848-80, 110½; Ph., Wil. and Balt. R. R. 6s, 131; Camden and Atlantic pref., 21¼; Huntington and Broad Top, 20; Wyoming Canal 6s, 99½; Girard College R. R., 27¼; 13th and 15th streets, 34; West Chester R. R., 12; N. Y. and Mid. Coal, 4¾; Big Mountain, 6; Penn. Mining, 8½; Fulton Coal, 4¾; Lehigh Zinc, 50½; New Creek, 1; City Bank, 52¾; Mechanics Bank, 26¾. The latest quotations are: City 6s, 99¾@100; do., new, 103¾@104; State 5s, 97½@98; Reading, 56@56½; do., 6s, 1870, 105@106; do., 1886, 112¼@112¾; Camden and Amboy, 164½@165; Pennsylvania R. R., 69¼@69½; do., 1st mort., 107@107¼; do., 2d mort., 106@107; Little Schuylkill R. R., 49@50; Morris Canal, 67@69; do., pref., 136@138; bonds, 104½@105; do., 2d mort., 101@102; Susquehanna Canal, 15@15½; do., 6s, 60½@63; Sch. Nav., 17@17½; do., pref., 81@81¼; do., 6s, 1882, 85½@86¾; Union Canal bonds, 26¾@27¼; Delaware Div. Canal, 85¾@86¾; do., bonds, 96½@100½; Elmira and Williamsport, 35@37; do., pref., 50@52; do., 7s, 1873, 107@108; Beaver Meadow, 80@81; Harrisburg, 70; Long Island R. R., 38@41; Lehigh Coal and Navigation, 59@59½; do., scrip, 48½@49; North Pennsylvania, 25¾@26; do., 6s, 93½@94; do., 10s, 120@121; Philadelphia and Erie, 32¾@32½; do., 6s, 103@103½; Minehill, 62@62½; Catawissa, 10¼@10½; do., pref., 32¾@32½; Lehigh Valley, 99@101; do., bonds, 105½@106½;

Fifth and Sixth streets, (horse), 60; do., 7s, 108½; Second and Third, 84½@85; Race and Vine, 19½@20¼; West Philadelphia, 71@72; Spruce and Pine, 13@14; Green and Coates, 44½@45¼; Chestnut and Walnut, 54½; Arch, 30@30¼; Thirteenth and Fifteenth, 30@34; Seventeenth and Nineteenth, 10@11; Girard College, 27@27½; Tenth and Eleventh, 47@50; Norristown, 56½@57; Lombard and South, 16; Ridge Avenue, 19@21.

Boston.—Eastern R. R. 6s, 1874, 103; Rutland and Burlington 1st mort., 61; do., 2d mort., 18; Vermont Central 1st mort., 81½; do., 2d mort., 17½; Northern (Ogdensburg) 2d mort., 23½; Mad River and Lake Erie R. R. 7s, 1866, 65; New York and Boston Air Line, 10; do., 6s, 64; Metropolitan horse R. R. Rights, 3½; Salem and Danvers R. R., 87; Troy and Greenbush, 50¼; Malden and Melrose, horse, R. R. 6s, 1880, 94; Maine State 6s, 1880, 105; Rhode Island 6s, 105; Vermont 6s, 1871, 103½; do., 1876, 104½; Boston 5s, 1886, 110½; do., 1867, 122¼; Bath 6s, 1891, 103; Albany 6s, (W. R. R.), 1876, 105; Bangor 6s, 1870, 102¼; Dorchester 5½s, 1875, 100½; Cary Imp. Co., 9¾; Boston and Roxbury Mill Co., 51; Essex Co., 91½; Waverly Co., 2¼; Boston Water Power Co., 46½; Union Steamship Co., 157; Am. Ins. Co., 191; Chelsea Gas, 95; Roxbury Gas, 153; Citizens Gas, Reading, 35; Boston Gas, 850; East Boston Gas, 28½; Webster Bank, 103; Merchants' Bank, 100; Mechanics' Bank, 99½; East Boston, 13¼; Union, 121¼; City, 103; Atlas, 100¼; Eagle, 111; Revere, 105; State, 70½; New England, 114¼; Washington, 102½; National, 90; Traders', 90; Boylston, 113; Freeman's, 99; Granite, 112; Eliot, 98½; Market, 72¼; Mt. Vernon, 97¼; Howard, 98¾; Maverick, 93; Blackstone, 104¼; Acton Mining Co., 4¾; Bay State, 19; Bedford, 1½; Bolton, 3¾; Canada, 2½; Copper Falls, 23; Copake, Iron, 13; Columbian, 8¼; Dana, 4; Dudley, 4; Durham, 45c.; Eagle River, 6½; Flint Steel, 10¾; Great Western, 3¾; Green Mountain, 4¾; Huron, 35½; Hanover, 4¼; Highland, 5¾; Hancock, 12; Mesnard, 12; Madison, 6; Manhattan, 5¼; Native, 2¾; North Cliff, 5; Northwestern, 12; Ottawa, 41c.; Pontiac, 67½; Plumbago, 65c.; Superior, 10½; South Side, 5½; Star, 9½; St. Mary's, 9¾; Tremont, 4¾; Wickham, 95c.; Waterloo, 1¼; Winthrop, 5¾.

Baltimore.—N. W. Va. 1st mort., 108; City Passenger Railway, 17; Santa Clara Mining Co., 8¼; Springfield Mining Co., 2.30; Bank of Baltimore, 101; Farmers' and Mechanics' Bank, 38¼. The latest quotations are: Washington Branch, 127; Balt. and Ohio, 99½@100; do., 6s, 1867, 104; do., 1875, 108@110; do., 1880, 106; do., 1885, 107½@108; Northern Central, 43@44; do., bonds, 1885, 101@103; N. W. Va., 6; do., 1st mort., 106@108; do., 2d mort., 101; do., 3d mort., 26; do., guar., 102; Central Ohio 2d mort., 104; do., 3d mort., 75; do., 4th mort., 45@50; do., income 1857-'60, 80; Western Md. bonds, 82@82½; do., guar., 107; Maryland 6s, coupon, 1870, 111; do., Ins., 109; do., 1890, 109; Baltimore 6s, 1870, 104½@105½; do., 1873, 107; do., 1875, 108@108½; do., 1886, 106½@106¾; do., 1890, 108¼@108½; do., coupon, 108@108½; do., 5s, 1888-'70, 94@98; City Passenger R. R., 16½@17¼; South Carolina 6s, 50@60; Canton Co., 33½@34; Deep River, 100@20; Gardner, 80@

100; Guilford, 30@40; Maryland, 80@95; North State, 30; Rudisell, 70; Silver Valley, 10; Springfield, 2.35@2.45; George's Creek, 56@70; Santa Clara, 8½@8¾.

Montreal.—Champlain and St. Lawrence R. W., 13@15; do., preferential, 90@93; do., 6 per cents, 80@83; Government 5 per cents, sterling, 95@96; do., 6 per cents, 1872, currency, 106@106½; Montreal City bonds, 6 per cents, 97@97½; do., Water Works, 6 per cents stg., 97½@98; Quebec City 6s, 95@96; Toronto 6s, 1876, 89@90; County debentures, 85@95; Montreal Consols, 4@5; Huron Copper Bay, 42½@47½; Montreal Telegraph Co., 130; City Gas Co., 118@120½; City Passenger Railway, 110@112.

Illinois Central Railroad.

At a meeting of the directors of this company held in this city on the 5th inst., it was resolved that a dividend of four per cent in cash, free of government tax, upon the stock and cancelled bonds scrip of the company is declared, payable on the 1st of February to the registered holders of stock and scrip on the 18th inst. This dividend is in lieu of and in advance of two coupons in the full paid stock, and by terms of the contract terminates the obligation to pay interest to the full paid shareholders. The cancelled bonds scrip now amounts to \$1,750,000, which the directors recommend the holders at the annual meeting of the company in May next to change into the more convenient form of Scrip Stock or full paid shares. The dividends hereafter will be made uniform. The present half-yearly division in cash is made double that of July, (paid 1st August,) by reason of the flattering results of the business of the entire year, which amounts to \$4,500,000 in traffic, \$2,400,000 in land sales, and \$1,400,000 in cash collections on previous Land Sales, of which \$800,000 is applicable to the Mortgage Interest of the Company. The Land Mortgage is now reduced to \$14,300,000—originally \$17,000,000—by actual collections on the principal of the Land Sales. The interest charge upon this Mortgage, which, for six years or more was a heavy burden upon the net traffic of the road, is now reduced to \$1,000,000, or only \$200,000 in excess of the interest collected from the Land Notes held by the Company. The increase of gross traffic for the year is \$1,900,000 or one-third more than in 1882. The transfer books for the dividends close on the 18th inst.

Complimentary Dinner to Walter Shanly, Esq., M. P. P. for Granville O. E.

The constituents of this gentleman gave him a public dinner at Spencerville on the 30th ult., in token of his services as their representative in Parliament. This gentleman has numerous friends in the Northern States who have long recognised his abilities as an Engineer, and his advocacy of measures tending to cement the commercial relations between our country and his own, through the means of internal improvements.

Chicago and Alton Railroad.

We learn that the Chicago and Alton Railroad Company have concluded a perpetual lease of the Joliet and Chicago Railroad, the conditions being very advantageous to the former, besides insuring a reduction on the compensation it has paid for the use of the latter during the past year of \$50,000. This negotiation virtually places the entire route from Chicago to Alton permanently under the control of the Company.

Allegheny Valley Railroad.

The Pittsburgh Chronicle states that the Allegheny Valley Railroad Company has issued \$800,000 of second mortgage bonds, \$300,000 of which is to complete its extension to the mouth of the Mahoning river, in Armstrong county, and \$300,000 for further extension. Surveys are to be immediately commenced of the branch line from Franklin to Mahoning, and it is expected to open the road as far as Brady's Bend, if not to Franklin during the present year.

Frankenheimer & Lichtenstadter, 35 Wall Street, New York, Specie, Bank Note and EXCHANGE BROKER.

Specie, Uncurrent Money, Foreign and Domestic
EXCHANGE BOUGHT AND SOLD.
STOCKS BOUGHT AND SOLD ON COMMISSION.
Collections made in all parts of America and Europe.
On parle Français. Man spricht Deutsch.

Chicago & Great Eastern Railway Company, FIRST MORTGAGE BONDS, FOR \$2,000,000.

SUBSCRIPTION BOOKS OPENED WITH
MESSRS. SCHUCHARDT & GEBHARD,
BANKERS,
No. 21 NASSAU ST., NEW YORK.

THE CHICAGO AND GREAT EASTERN RAILWAY COMPANY now offer for sale ONE MILLION ONE HUNDRED THOUSAND DOLLARS of their FIRST MORTGAGE BONDS, in sums of One Thousand Dollars each, maturing in thirty years, bearing interest at the rate of seven per cent per annum, payable in the City of New York on the first days of April and October in each year.

These Bonds are secured by a First and only Mortgage on the property, income and franchises of the Railway Company, executed to Frederick Schuchardt and Henry Morgan of the City of New York, Trustees.

The remaining Nine Hundred Thousand Dollars of the Bonds are set apart and remain in the hands of the said Trustees, for the purpose of being exchanged for the indebtedness of the Chicago and Cincinnati Railroad Company, running from La Crosse to Logansport; this effected, the \$2,000,000 will form a First and only Mortgage on a line of road 110 miles in length, extending from Chicago to Logansport, where it connects with the Cincinnati and Chicago Air-Line Railroad, forming the shortest line by 40 miles between Chicago and Cincinnati, and by 36 miles the shortest line between Louisville and Chicago.

It will also open, in connection with Roads now in operation, entirely new and very direct lines from Chicago to New York, Philadelphia, Baltimore, and all Eastern Cities. The distance between Chicago and New York by this route being shorter than by either of the existing lines via Dunkirk or Buffalo.

The road is now under contract, and the most strenuous efforts are being made to have it open for traffic during the summer of 1864.

The interest on the Bonds maturing during the progress of the work has been provided for, and will remain on deposit with the Bankers of the Company, Messrs. SCHUCHARDT & GEBHARD, No. 21 Nassau st., to whom the Company refer for further particulars, and where subscription books for this loan have been opened.

W. D. JUDSON, President.
Dec. 23, 1863. No. 37 William st., New York.

CAST STEEL.



MANUFACTURED BY

NAYLOR, VICKERS & CO., SHEFFIELD, ENGLAND.
CAST STEEL TYRES WITHOUT WELD,
Reversible Crossings and Frogs, Disc Wheels, Pistons and Piston Rods without weld, Crank and Straight
AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

THE "VICKERS" TYRES are in constant and extensive use on almost all the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability: they will outlast any Iron Tyre without being turned, and for this reason are cheaper than Iron Tyres (free of cost). 2. Their Safety: being without a weld they are not liable to break, and Steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity: they do not wear in flat places nor "laminates." 4. They are not injuriously affected by frost, and are guaranteed to stand the severest climate.

STEEL AXLES will be found economical, because they may with safety be made much lighter than those of Iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

For CIRCULARS, GIVING FULL PARTICULARS AND TESTIMONIALS, PRICES, etc., apply to

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SUCCESSION TO
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BANKERS and BROKERS,
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STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.
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RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern.

PERKINS & LIVINGSTON,
54 Exchange Place,
NEW YORK.

Office of the ILLINOIS CENTRAL R. R. Co.,
New York, January 5, 1904.
Resolved, That a dividend of FOUR PER CENT., in cash, free of government tax, upon the Stock and Canceled Bonds scrip of this Company is declared, payable on the first day of February to the registered holders of stock and scrip at the close of business on the 18th inst. This dividend is in lieu of and in advance of two Coupons in the full-paid stock and by terms of the contract terminates the obligation to pay interest to the full-paid-shareholders.

Resolved, That the transfer books be closed on the 18th instant, and re-opened on the third day of February.

By order of the Board.
442 THOMAS E. WALKER, Treasurer.

PATENT SOLID EMERY WHEELS.

THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting, grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSHUA BARTLETT, Office No. 61 Beekman st., (up-stairs,) New York.

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AT SIGHT, OR SIXTY DAYS ON THE
ALLIANCE BANK
Of LONDON and LIVERPOOL, Limited;

(AUTHORIZED CAPITAL, THREE MILLION POUNDS STERLING.)
GOVERNMENT SECURITIES, STOCKS AND BONDS
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FOR WARMING AND VENTILATING
PUBLIC BUILDINGS, PRIVATE RESIDENCES,
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UNDER GOLD'S IMPROVED PATENTS.

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AND Window Bands.**

TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one-half the fuel in winter. For Circular, with references, address the PATENT METALLIC WEATHER STRIP CO., 644 Broadway, corner of Bleecker st. Local Agents wanted everywhere.

20 Ton Second Hand Locomotive.
For 4 ft. 8½ in. Gauge. Wheels, 5 ft. Inside Connections.
Cylinders 15 x 20. Price \$6,000.

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500 TONS 38 lbs. CRAWSHAY'S RAIL in store.
500 do. 60 lbs. do. do. now due.
300 do. 66 lbs. do. do. now due.
3,000 do. 50 and 56 lbs. RAIL to arrive.

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These Celebrated Tires
are made
WITHOUT A WELD.
Over 70,000 of them
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MANUFACTURED BY

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THESE TIRES have been furnished to the following American Railways: Erie; Hudson River; Camden and Amboy; Housatonic; Naugatuck; New Haven; Chicago, Burlington and Quincy; Quincy and Toledo; Ohio and Mississippi; Beaver Meadow; Central Georgia; Don Pedro 2nd (Brazil); Grand Trunk, Great Western (Canada); European and North American (N. B.); Cleveland and Mahoning; Cleveland, Painesville and Ashtabula.

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They wear equally and
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They are not liable to
fracture and are unaffected
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By their extreme dura-
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They have received the
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FOR EXCLUDING WIND, COLD AND DUST FROM BUILDINGS OF EVERY DESCRIPTION.

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CASH ACCUMULATION, \$2,500,000.
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SAFEST AND CHEAPEST SYSTEM OF INSURANCE.

Scrip Dividend for 1861 60 per cent.
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Washington Insurance Co.,
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Assets Feb. 1, 1863 \$528,521 51
Contingent Liabilities 5,000 00

Cash Capital and Surplus \$523,521 51

INSURES Buildings, Merchandise, Furniture, Rents, Leases Cargoes and other Insurable property, against loss or damage by Fire, and INLAND MARINE RISKS, on the Lakes, Rivers and Canals.

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INCORPORATED, APRIL, 1842.

ASSETS OVER \$1,250,000.

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of New York,

No. 170 Broadway. CHARTERED 1824.

INSURES Buildings, Merchandise, Household Furniture, Vessels in Port and their Cargoes, etc., against Loss or Damage by Fire, on the most favorable terms, at 6, Inland Navigation & Transportation Risks.

The Insured receive 75 per cent of the Net Profits annually, without incurring any Liability. When preferred, account will be made in lieu of participation in Profits.

SCRIP DIVIDEND OF 1861 50 per cent.
SCRIP DIVIDEND OF 1862 50 per cent.

JACOB BROUWER, President.

LIVINGSTON SATTERLEE, Sec'y.

OFFICE OF THE

COLUMBIAN (MARINE) INSURANCE COMPANY,

Corner of WALL and NASSAU Streets.

CASH CAPITAL \$1,000,000

Total Assets, June 2nd, 1863, less } \$2,008,651 03.
Losses adjusted and paid, }

LOSSES PAID IN GOLD
Upon RISKS on which the PREMIUM is paid in like Currency.

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid \$300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.

3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 3d Vice-Pres't & Sec'y.

Platt, Johnson & Co.,
BANKERS and BROKERS,
49 WALL ST., N. Y.
DEALERS IN
GOVERNMENT SECURITIES & GOLD.
STOCKS AND BONDS
BOUGHT AND SOLD
At Brokers' Board and at Private Sale on Commission.
ALSO DEALERS IN
Foreign and Domestic Exchange.
MONEY INVESTED, AND
NOTES AND LOANS NEGOTIATED
ON THE BEST TERMS.

SAMUEL HALLETT & CO.,
BANKERS,
58 BEAVER STREET,
NEW YORK CITY.
DEALERS IN
Foreign and Domestic Exchange,
AND NEGOTIATORS OF
STATE AND RAILROAD BONDS.
HALLET & CORNWELL,
No. 34 FINE STREET,
Note & Exchange Brokers,
STOCKS, BONDS AND GOVERNMENT SECURITIES
BOUGHT AND SOLD ON COMMISSION.
JACOB G. HALLET (late with Blake Bros. & Co.)
RICH'D H. CORNWELL (late with G. S. Robbins & Son)
New York, February 14, 1863.

**THE BRITISH AND AMERICAN
EXCHANGE
BANKING CORPORATION,
LIMITED.**
Established under the Companies' Act, 1862,
WITH LIMITED LIABILITY.

AUTHORIZED CAPITAL, ONE MILLION STERLING.
In 20,000 shares of £50 each.
Already issued, 15,000 shares of £50 each.

Directors.—Chairman—Harry George Gordon, Esq., Chairman of the Oriental Bank Corporation London. Deputy Chairman in London—Robert Gillespie, Jr., Esq., of the firm of Gillespie, Moffat & Co. London. Deputy Chairman in Liverpool—Harold Littledale, Esq., of the firm of T. & H. Littledale & Co. Liverpool. Archibald Boyd Esq., Director of the Union Bank London. William James Fernie, Esq., of the firm of Fernie Brothers & Co. Liverpool; John Gilchrist, Esq., of the firm of Gilchrist, Watt & Co. of Sydney. Director of the Union Bank of London. London: Wm. M. Neill, Esq., of the firm of Neill Brothers & Co. Manchester; John Pender, Esq., M. P., Manchester. Thos. Ross, Esq., of the firm of Woodward, Ross & Co. Liverpool; William Rennie, Esq., of the firm of Cavan, Lubbock & Co. London; Samuel Stitt, Esq., of the late firm of Stitt Brothers & Co. Liverpool.
LONDON—Manager, John Skinner, Esq.
LIVERPOOL—Manager, Wm. Williamson, Esq.

IN NEW YORK:
WILLIAM WOOD, Esq., Manager.
JOHN GALLOP, Esq., Assistant Manager.
J. W. CROSS, Esq., 2d Assistant Manager.
Commercial Agents, Messrs. HOWLAND & ASPINWALL.

BANKERS.
LONDON—The Union Bank of London.
LIVERPOOL—The Bank of England.
MANCHESTER—The Bank of England.
INDIA AND CHINA—The Oriental Bank Corporation.
NEW YORK—THE BANK OF AMERICA.

SOLICITORS.
LONDON—Messrs. Cottrell & Sons.
LIVERPOOL—Messrs. Fletcher & Hull.
NEW YORK—Messrs. FOSTER & THOMPSON.

**THE BRITISH AND AMERICAN
Exchange Banking Corporation,
(LIMITED.)**

Having opened offices at No. 63 WALL ST. NEW YORK, is prepared to sell and buy Sterling Bills of Exchange and to issue Commercial and Travelers' Credits, available in all parts of the world. Commercial Credits issued for use in the East Indies, China and Australia, will be upon the Oriental Bank Corporation of London.

Further particulars may be ascertained on application at the office, No. 63 Wall st.
WILLIAM WOOD, Manager.
New York, August 24, 1863.

EDWARD KING,
(Late of the firm of JAMES G. KING'S SONS.)
OFFERS his services at the Board of Brokers for the purchase or sale of
**STOCKS, BONDS AND
GOVERNMENT SECURITIES.**
No. 4 HANOVER ST.

CHAS. A. MEIGS & SON,
BANKERS AND BROKERS,
No. 30 EXCHANGE PLACE, N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

**WILLIAMS & PAGE'S
PASSENGER CAR LAMPS**
FOR KEROSENE OR COAL OILS.

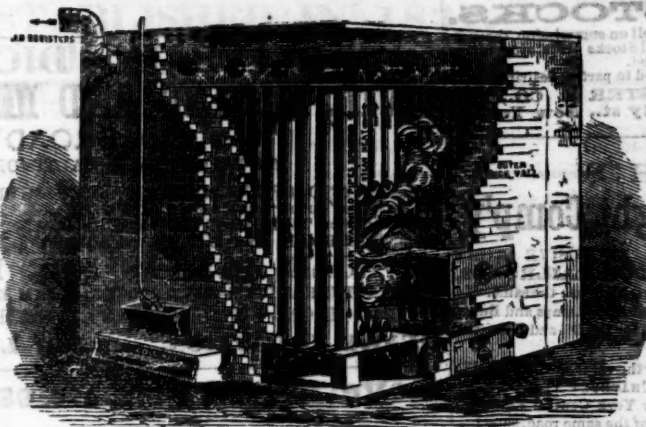
THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the side of the car, entirely avoid the dripping of oil on Passengers and Car Cushions.

The Light is very strong and brilliant, requiring no reflectors, and lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These lamps are strong and durable, and are as easily taken care of as any in use. A full-sized drawing sent when requested.

For Cars with "raised" or "high" roofs we make these Lamps with brass arms to suspend in any required manner. Manufactured and for sale by

WILLIAMS & PAGE,
67 Water st.,
Boston, Mass.

SIMONDS' PATENT STEAM HEATER.



FOR Warming and Ventilating Buildings of all descriptions, Greenhouses, etc. THIS HEATER HAVING BEEN THOROUGHLY TESTED, has proved to be the MOST EFFICIENT WARMING APPARATUS IN USE. Parties having them in use, and to whom reference can be given, give them the highest recommendations.

Those requiring a SAFE AND PERFECTLY EFFICIENT APPARATUS FOR WARMING PURPOSES, are invited to call and examine before purchasing elsewhere. Personal attention given to erecting the same, and a guarantee given for their successful operation.

J. H. SIMONDS,
Sole Proprietor,
52 CLIFF ST.,
NEW YORK.

STATIONERS' WAREHOUSE.

The following Materials for the use of ARCHITECTS, DRAFTSMEN and ENGINEERS, for sale by

AMES & BARNES,

No. 41 JOHN STREET, NEW YORK.

E. BROWN & SON'S

PROFILE PAPER, Plate No. 1.

CROSS SECTION PAPER, Plate No. 2, five spaces to the half inch, in Red.
do. do. do. do. do. do. do. do. in Blue.

CROSS SECTION PAPER, five spaces to the inch.

PROTRACTOR or PLOTTING PAPER.

FIELD BOOKS, No. 6.

TRANSIT BOOKS, No. 6.

Whatman's English Hand-made Drawing Paper,

MADE FROM PURE LINEN STOCK.

CAP	14x17	SUPER-ROYAL	10x27
DEMY	15x20	IMPERIAL	21x29
MEDIUM	18x24	ELEPHANT	23x33
ROYAL	19x24	ATLAS	25x33

Either of the above sizes mounted upon Muslin.

WHITE DRAWING PAPER, in ROLLS, from 40 inches to 56 inches wide.

Do. do. do. mounted upon Muslin.

BROWN ROLL DRAWING of various widths.

ENGLISH TRACING CLOTH, 30 and 36 inches wide.

Do. CLARIFIED and CLEARED TRACING CLOTH, 30 and 36 inches wide.

FRENCH "VEGETAL" TRACING PAPER of Royal, Super-Royal, Imperial, Columbia, and Double Elephant size. PROTRACTORS in Boxwood and Ivory. SCALES in Boxwood and Ivory. ENGINEERS' AND ARCHITECTS' BOXWOOD PLOTTING SCALES, 6, 12, and 24 inches long, of assorted divisions.

BOXWOOD TRIANGULAR PLOTTING SCALES, 6, 12, and 24 inches long, of assorted divisions.

ORDINARY DRAWING SCAL E, Series A, B, C, D, and 3 inches to the foot.

Do. do. do. do. B, 3-32, 1, 3-16, 5-16, 1, and 3 inches to the foot.

Do. do. do. do. C, 10, 20, 30, 40, 50, and 60 parts to the inch.

SOLID TRIANGLES.

OPEN TRIANGLES.

T SQUARES.

SCROLLS OF VARIOUS PATTERNS AND SIZES

GUNTER'S BOXWOOD SCALES, 12 and 24 inches long.

GUNTER'S BOXWOOD SLIDING SCALES, 24 inches long.

ENGLISH EBONY PARALLEL RULES, 6, 9, 12, 15, 18, 21, and 24 inches long.

THUMB TACKS in Brass and German Silver, different sizes and qualities.

RULING PENS, in Brass, Steel and German Silver.

DIVIDERS, 4, 5, and 6 inches, in Steel and German Silver, of various qualities.

FRENCH PROPORTIONAL DIVIDERS.

ENGLISH MATHEMATICAL INSTRUMENTS, in Fish Skin, and Mahogany Cases, of various qualities.

FRENCH MATHEMATICAL INSTRUMENTS, in Brass, Double Gilt, and German silver, from \$1 to \$75 per Case.

CHESTERMAN'S ENGLISH TAPE LINES, 60, 80, 100, 120, 150, and 200 feet, in leather and brass.

SUBSTITUTE FOR CAR DUCK.

Kingman's Car Covering.

THIS is a heavy Canvas imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering very much like CAR DUCK, but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvas for sale by

WILLIAMS & PAGE,
67 Water street,
Boston.

March 1863.

CALIFORNIA AND NEVADA MINING STOCKS.

THE undersigned will buy and sell on commission, through their San Francisco House, all Stocks pertaining to the Pacific Coast. Orders promptly filled.

Quotations by telegraph furnished to parties desiring them.
ROSS, DEMPSTER & CO.,
No. 34 Liberty st., New York.

SMITH'S Railroad Air Light Comp'y.

THIS COMPANY OWNS THE EXCLUSIVE RIGHT of SMITH'S AIR LIGHT FOR RAILROADS, and is prepared to sell to Roads the right to use the same. We have arrangements perfected for furnishing Lamps and Burners at about the same price charged for the Oil and Kerosene Lamps by other Manufacturers.

That Railroad Managers may know the value of this LIGHT, we annex letters from the Hon. CHAUNCEY VIBBARD, the General Superintendent of the New York Central Railroad, and also from the Master Mechanics of the same road, showing its comparative cost with that of Oil Lights:

NEW YORK CENTRAL RAILROAD,
GENERAL SUPERINTENDENT'S OFFICE,
ALBANY, November 15, 1862.

TO THE MANAGERS OF RAILROADS:

Gentlemen,—This Company has adopted and is furnishing all their locomotives with the "SMITH AIR HEAD LIGHT." They do this both on account of economy and the very superior light it affords.

We regard it as vastly superior to any light that has ever been produced, and commend it to the consideration of railroad managers.

Very respectfully, etc.,
C. VIBBARD, Gen'l Sup't.

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
WEST ALBANY, January 25, 1863.

Dr. GEORGE HAND SMITH:
Dear Sir,—Below please find the cost of locomotive lamps burning oil on this division.

Supporting oil cost \$1.57 per gallon.
Cost per hour, 5 cents.
Cost of wicks, chimneys, per year, \$4.80.
Estimate cost of leakage, gumming and overflow, one-fourth of the consumption.

In the year 1861, when the lamps were all oil burners, the cost of repairs were \$19.20 per year.
You will please add the overflow to the actual cost per hour, which would make \$5.35 per hour.

Your most ob't servant,
EDWARD H. JONES,
Master Mechanic, Eastern Division.

300 days, 5 hours each day, 1,500 hours, 6 1/2 c. per hour . . .	\$93 75
Repairs of lamps for one year	19 20
Wicks and chimneys	4 80
	\$117 75

NEW YORK CENTRAL RAILROAD,
MASTER MECHANIC'S OFFICE,
ROCHESTER, Feb. 2, 1863.

Dr. GEORGE HAND SMITH:
Dear Sir,—In answer to your inquiries in reference to your Air Light, I would state that we have upon this division of the road 28 of your lights on our first class passenger and freight engines. I find the light consumes about five feet of common gas per hour, which, at the price of gas at this place, \$2 1/2 per thousand, makes the cost of light for each engine 1 1/4 cents per hour.

Renewing my often expressed opinion that your light, for its reliability, its economy and superiority, far exceeds any light heretofore used on engines,

I remain, very truly, yours, etc.,

DAVID UPTON,
Master Mechanic, Western Division.
300 days, 5 hours each day, 1,500 hours, 1 1/4 c. per hour . . . \$18 75
One-sixth waste of gas 3 12
Repairs of lamps for one year 5 00
\$26 87

Further information may be obtained at the office of the Company, 31 Nassau st., or by addressing

CHAS. W. WELSH,
Secretary.

FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

C. J. SCHULTZ,
Letter-box No. 1,392, Pittsburg, Pa.

DAVISON, DICKINSON & CO., CIVIL, MINING AND MECHANICAL ENGINEERS,

No. 229 BROADWAY, NEW YORK,
AGENCY, No. 58 BALTIMORE STREET, BALTIMORE, Md.

PLANS AND SPECIFICATIONS FURNISHED FOR ALL KINDS OF MACHINERY, and superintended during construction. **RICE HULLERS, CLEANERS and POLISHERS, GAS WORKS** ERECTED ON THE MOST APPROVED PLANS. New and Second-hand MACHINERY constantly on hand. **IRON BOUGHT AND SOLD ON COMMISSION.**

SOLE AGENTS FOR BATES' STEAM GAUGE.
MANUFACTURERS OF MARINE CLOCKS, STEAM ENGINE REGISTERS, INDICATORS and GAUGES, ALSO IRON PIPE, FITTINGS, BELTING, HAIR and WOOL FELTING.

HENRY J. DAVISON. WM. LEE STILES. P. P. DICKINSON.

Government Securities. Central Transportation Co.

OFFICE OF
A. H. ALMY,
CONTINENTAL BANK BUILDING,
No. 7 NASSAU ST.

ORDERS for the various issues of GOVERNMENT SECURITIES will receive prompt attention.
A COMMISSION OF ONE-EIGHTH OF ONE PER CENT. on the

5-20 BONDS
Will be allowed to Banks, Bankers and others.

GIBSON & PALMER,
COMMISSION MERCHANTS,
AGENTS FOR SALE OF

**RAILWAY IRON
EQUIPMENTS,
AND
PERU IRON**

AMERICAN STEEL,
54 William st., NEW YORK.

CHARLES D. GIBSON. RICHARD S. PALMER.

BROWN'S ENGLISH ROOFING PAINT.

THIS pure Black Paint is superior to all other Black Roofing Paints, Mastics and Patent Roofings now in use; and, for the last ten years, the genuine has been used in twenty-four States of the Union, and is now a fixed institution for the following purposes:—

THE PAINTING OF TIN, SHEET IRON, COPPER OR ZINC ROOFS, GALVANIZED IRON, BRIDGES,

LOCOMOTIVE

AND STEAMBOAT SMOKE PIPES,

And all IRON WORK requiring a PERFECTLY PURE GLOSSY BLACK, exposed to weather and fire.

It has been in general use in England for the last ten years, for the protection of Vessels' Bottoms from the water and the worm, for which it is particularly well adapted. For sale by the barrel or gallon.

SAMUEL REYNOLDS,
PROPRIETOR,
Depot, 379 Third Avenue, New York.
All Orders promptly attended to. Best City References given.

THIS Company, a Corporation organized in pursuance of a General Act of the Legislature of the State of Pennsylvania, having, by purchase, recently become the sole owner of

WOODRUFF'S, KNIGHT'S, MYERS' AND OTHER PATENTS FOR SEATS AND COUCHES IN SLEEPING CARS.

would respectfully give notice to all RAILROAD COMPANIES IN THE UNITED STATES, that they may desire Sleeping Cars on their Roads, that this Company are now prepared to negotiate for placing, wholly at its own expense, on such Railroads as may require them, their

SLEEPING CARS,
and operate them upon terms at once liberal and satisfactory to RAILROAD COMPANIES.

The Cars of this Company are constructed of great strength, and contain their late improved and patented plans of Seats and Couches, with STATE ROOMS AND BERTHS, finished in a style the most elaborate and tasteful, and are furnished with all of the modern conveniences and means of comfort usually found in the SLEEPING APARTMENTS OF OUR FIRST-CLASS HOTELS. The interior is lighted with gas; they are well ventilated, and at seasons of the year requiring it are warmed with pure heated air, regulated in degree at pleasure by registers in each State Room and section.

Where known, these Cars are not only regarded as indispensable on all through NIGHT TRAINS, but have become desirable, above all others, as DAY CARS.

Communications from the officers of Railway Companies desiring Sleeping Cars on their Roads, addressed to the Central Transportation Company at their office, No. 1347 Broadway, PHILADELPHIA, will receive immediate attention.

Railway Companies using, or permitting to be used on their respective lines, Sleeping Cars or Couches, that infringe upon the patents owned by this Company, are respectfully notified that satisfactory arrangements for such infringement will be expected. Address as above.

O. W. CHILDS, President.

KING'S NOTE-ON STEAM. LESSONS AND
Practical Notes on Steam. The Steam Engine, Propellers, etc., etc., for young Marine Engineers, Students, and others. By the late W. R. King, U. S. N. Revised by Chief Engineer J. W. King, U. S. Navy. Fourth Edition, enlarged and improved.

"This is the second edition of a valuable work of the late W. R. King, U. S. N. It contains lessons and practical notes on Steam and the Steam Engine, Propellers, etc. It is calculated to be of great use to young marine engineers, students, and others. The text is illustrated and explained by numerous diagrams and representations of machinery. This new edition has been revised and enlarged by Chief Engineer J. W. King, U. S. N., brother to the deceased author of the work."—(Boston Daily Advertiser.)

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In one volume octavo, with illustrations, price \$2. Copies sent free by mail on receipt of price. Published by D. VAN NOSTRAND, 192 Broadway, New York.